

CULTURAL LANDSCAPE REPORT OF IRVINGTON,
A HISTORIC SUBURB IN MARION COUNTY, INDIANA

A CREATIVE PROJECT
SUBMITTED TO THE GRADUATE SCHOOL
IN PARTIAL FULFILLMENT OF THE REQUIREMENTS
FOR THE DEGREE
MASTER OF SCIENCE, HISTORIC PRESERVATION

BY
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1.0 ABSTRACT

CREATIVE PROJECT: Cultural Landscape Report for Irvington in Marion County, Indianapolis, Indiana

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This creative project investigates the evolution and significance of historic landscape features in Irvington, Marion County, Indiana, and provides recommendations for their preservation. Irvington was developed in 1870 as an early suburb of Indianapolis in the Romantic Landscape Style. It is listed on the National Register of Historic Places and is designated as a local historic district by the Indianapolis Historic Preservation Commission. This creative project documents Irvington's relationship with the romantic suburb of Glendale, Ohio, and how it was influenced by other suburban landscape planning ideas during the nineteenth century. This

creative project is organized using the methods of a cultural landscape report (CLR) which documents Irvington's inception, design, evolution and existing conditions. The CLR analyzes and evaluates the characteristics, boundaries and integrity of the historic landscape. The CLR provides treatment recommendations based on the findings to preserve and enhance Irvington's historic landscape features.

2.0 PREFACE

This creative project is both the zenith of my formal studies in historic preservation and landscape architecture and the launching pad for my professional career. My career began in 1999 when I was accepted into the Landscape Architecture program at Iowa State University. I did not know at that time that my education would eventually merge with an interest in history. During 2003 and 2004, I interned with the Environmental Department at the Iowa Army National Guard base, Camp Dodge. It was there that I was introduced to historic preservation, specifically historic landscape preservation.

My interest in historic preservation grew as my wife and I purchased a historic home in Irvington. Since then I have become fascinated with our neighborhood's historic natural and built environment. Therefore, I value the opportunity to learn more about Irvington and its landscape and help preserve it for future generations. I've learned so much about myself, historic suburbs, historic landscapes, Irvington and the academic process through this exercise of writing this creative project which, to quote Michael Bunce, "in true tradition of academic writing, stretched

past many deadlines.”¹ In the future, I plan to continue my never-ending pursuit of preserving historic places such as Irvington.

¹ Michael Bunce, *The Countryside Ideal: Anglo-American Images of Landscape* (New York: Routledge, 1994), xii.

3.0 INTRODUCTION

Historic neighborhood preservation tends to focus on architecture. Irvington's current design guidelines, which are detailed in *The Irvington Plan*, address land use, parking and a few other landscape elements, but primarily address treatment to structures. The goal of this creative project is to document Irvington's landscape and argue that its landscape is just as, if not more, important than its architecture. This creative project explores the evolution of Irvington's suburban landscape, defines major eras of development within the historic landscape context, identifies significant cultural landscape remnants, and provides management guidelines for future growth and preservation.

"The term 'cultural landscape' serves as an umbrella term that includes four general landscape types: historic designed landscapes, historic vernacular landscapes, historic sites, and ethnographic landscapes."² Irvington began as a designed landscape but developed into a vernacular landscape. A historic designed landscape is

a landscape significant as a design or work of art, was consciously designed and laid out either by a master gardener, landscape architect, architect, or horticulturalist to a design principle, or by an owner or other amateur according

² Robert R. Page, Susan Dolan, and Cathy A. Gilbert, *A Guide to Cultural Landscape Reports: Contents, Process, and Techniques* (Washington D.C.: Department of the Interior, National Park Service, 1998), 9.

to a recognized style or tradition; has a historical association with a significant person, event, or movement in landscape gardening or architecture, or a significant relationship to the theory or practice of landscape architecture.³

A historic vernacular landscape is

a landscape whose use, construction, or physical layout reflects endemic traditions, customs, beliefs, or values; expresses cultural values, social behavior, and individual actions over time; is manifested in physical features and materials and their interrelationships, including patterns of spatial organization, land use, circulation, vegetation, structures, and objects. It is a landscape whose physical biological and cultural features reflect the customs and everyday lives of people.⁴

Irvington is a popular urban neighborhood in Indianapolis with a pleasant feeling. It has an active community with a number of community organizations such as the Irvington Development Organization, the Irvington Landmarks Foundation, and more. Much of Irvington's enjoyable feeling and attractiveness can be traced back to its historic landscape. This is an asset that must be preserved; otherwise, Irvington is at the risk of losing its uniqueness.

Historic landscape preservation is a relatively young field that emerged in the late 1980s and tends to focus on designed landscapes.⁵ In the Midwest, most landscape preservation studies focus on designed landscapes. Very few are completed for non-designed landscapes.

Irvington was chosen as the study location because I reside in the community and it is a unique example of an early romantic suburb. I agree with Edward J. Hecker, "Irvington is one great little old town. We should say that it is the best place on earth to live, only we haven't been every place yet and do not want to take any chances. Unfortunately, we never will know whether

³ Ibid., 12.

⁴ Ibid., 12.

⁵ James Robert O'Day, "George Edward Kessler and the Indianapolis Park System : A Study of Its Historical Development During the City Beautiful Era, 1895-1915" (Thesis (M S), Ball State University, 1988), 7.

it is or not, because when one gets settled in Irvington once, he never wants to go anywhere else. That is the reason Irvington grows so fast.”⁶

I don’t want Irvington to lose its uniqueness: At the close of his book in 1913, Hecker wrote, “As to Irvington – it is getting bigger every day. Let us not with growth lose the old feeling of neighborliness and mutual good will and concern for each other’s welfare. If we do, Irvington will become merely a curiously contorted place on the map instead of a distinctive Little City of Homes.”⁷

I conclude the introduction with landscape historian, Christopher Tunnard’s 1947 quote about the importance of planning and landscape preservation. He was referring specifically to Llewellyn Park, one of the earliest American Romantic suburbs, but I believe that his words are applicable to all romantically planned suburbs.

The Davis Cottage and gatehouse may be the only completely original buildings, but the roads have not been changed, and the passing of almost a hundred years has increased the beauty of the landscape. Only the rash of unplanned suburbia disturbs the eye beyond the gates. The contrast is enough to shock the most insensitive observer into a realization of the advantages of planning.⁸

⁶ E.J. Hecker, *Just Irvington: Being a Pleasant Description of the Classic Suburb, with Some Few Veracious Digressions* (Indianapolis: The Irvington Print Shop, 1913; reprint, Park Avenue Press, Indianapolis, 1981), 5.

⁷ *Ibid.*, 31.

⁸ Christopher Tunnard, "The Romantic Suburb in America," *Magazine of art* 40, no. (1947): 185-186.

4.0 REVIEW OF RESOURCES

4.1 OVERVIEW

Cultural Landscapes are very dynamic environments that require a wealth of research in order to fully understand. A study that focused solely on Irvington's landscape has never before been completed. Therefore, it quickly became apparent that sources for this study would come from a variety of fields, chiefly landscape architecture and planning history, local history and preservation. Furthermore, I needed to learn about cultural landscape reports.

I began by reviewing the guide to cultural landscape reports (CLR) and various examples of CLRs to gain an understanding of how CLRs are organized. I also researched the development of suburbs and landscapes in Europe and the United States during the Romantic period. I performed this research by consulting current and historic secondary sources. Additionally, I reviewed sources regarding the general history of Indianapolis and Irvington. Finally, I reviewed the actual site through an intense field survey.

4.2 PRESERVATION AND CULTURAL LANDSCAPE REPORTS

The National Park Service publishes many bulletins, briefs and guides for preserving historic properties. I primarily used five of their publications to understand cultural landscape

reports, historic residential suburbs, treatment of cultural landscapes and evaluation of historic properties.

*A Guide to Cultural Landscape Reports: Contents, Process, and Techniques*⁹ was designed to be used in the National Park Service, but is a useful guide for others who wish to conduct a cultural landscape report. It clarifies the purpose of CLRs and how they are to be used, explains the content, format, and process of preparing a CLR and provides technical information for conducting research, documentation, analysis and treatment of cultural landscapes.

*Historic Residential Suburbs: Guidelines for Evaluation and Documentation for the National Register of Historic Places*¹⁰ provides a thorough history of residential suburb progression in the United States. This source uses the theme of transportation to explain suburban evolution.

*Preservation Brief 36: Protecting Cultural Landscapes Planning, Treatment and Management of Historic Landscapes*¹¹ and *The Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for the Treatment of Cultural Landscapes*¹² provide guidance for work being performed in cultural landscapes. I used these sources in the Analysis and Recommendations sections of this report. Finally, the National Park Service Bulletins 15 and 16A offer direction in evaluating landscape for the National Register of Historic Places.

⁹ Page, Dolan, and Gilbert.

¹⁰ D.L. Ames, L.F. McClelland, and National Register of Historic Places, *Historic Residential Suburbs: Guidelines for Evaluation and Documentation for the National Register of Historic Places* (U.S. Dept. of the Interior, National Park Service, National Register of Historic Places, 2002).

¹¹ Charles A. Birnbaum, *Protecting Cultural Landscapes: Planning, Treatment and Management of Historic Landscapes* (Washington, DC: National Park Service, 1994), Preservation Brief 36.

¹² C.A. Birnbaum and C.C. Peters, eds., *The Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for the Treatment of Cultural Landscapes* (Washington, D.C.: U.S. Dept. of the Interior, National Park Service, Cultural Resource Stewardship and Partnerships, Historic Landscape Initiative, 1996).

I reviewed a couple of published cultural landscape reports to guide the organization of my report. These published reports include *Brendonwood: A Cultural Landscape Report, Indianapolis, IN*, by James O' Day and *Cultural Landscape Report, The Richardson Olmsted Complex, Buffalo, NY*, by Heritage Landscapes, LLC. The Brendonwood CLR is unique because it documents a suburban landscape, which is somewhat similar to Irvington. Brendonwood is a significant landscape that was designed by the famous landscape architect, George Kessler in 1917 and it has high levels of integrity.¹³ The Richardson Center Corporation and Goody Clancy & Associates produced the Richardson Olmsted Complex CLR in preparation for the rehabilitation of the complex. Its landscape was designed by Frederick Law Olmsted, Sr. and Calvert Vaux in 1872, and has evolved over time but remnants of the original landscape plan have been retained. This CLR aims to document the landscape and provide treatment recommendations for the complex's preservation in the future. This CLR is very well arranged and I used it to guide the organization of this CLR.¹⁴

4.3 LANDSCAPE ARCHITECTURE AND PLANNING HISTORY

I thoroughly researched and reviewed sources regarding landscape architecture and planning history from the eighteenth century in Europe to the twentieth century in the United States. These sources range from general landscape architecture history such as Norman Newton's book, *Design on the Land: The Development of Landscape Architecture*,¹⁵ to visiting the Village of Glendale and Spring Grove Cemetery located near Cincinnati, Ohio.

¹³ James Robert O'Day, "Brendonwood: The Legacy of George E. Kessler Upon the Indianapolis Landscape" (Ball State University, 1988).

¹⁴ Patricia M. O'Donnell and et al., *Cultural Landscape Report: The Richardson Olmsted Complex* (Charlotte, VT: Heritage Landscapes, 2008).

¹⁵ Norman T. Newton, *Design on the Land: The Development of Landscape Architecture* (Cambridge: Belknap Press of Harvard University Press, 1971).

Books such as *The Countryside Ideal: Anglo-American Images of Landscape*¹⁶ by Michael Bunce, *Crabgrass Frontier*¹⁷ by Kenneth Jackson and *The New Urban Landscape*¹⁸ by David Schuyler provide an understanding of why and how the middle- and upper-classes in the United States sought out suburban landscapes during the nineteenth and twentieth centuries. Furthermore, these books discuss the impacts of suburban development on the rural landscape.

Journals articles such as "The Romantic Suburb in America"¹⁹ by Christopher Tunnard and "Country and City in the American Romantic Suburb"²⁰ by John Archer offer insight into how these ideas were implemented in landscape architecture and town planning in the United States. Furthermore, journal articles and books provide documentation of specific American Romantic suburbs such as Glendale, Ohio, and Riverside, Illinois. Malcolm Cairnes published "The Paradox of Riverside: Prototype of Future Suburbs or Zenith of American Romantic Landscape Design"²¹ and "Protecting a Prototype: Guidelines for Riverside, Illinois."²² These publications thoroughly discuss Riverside's placement in the pedigree of American Romantic suburbs and its preservation.

Books published about Glendale, Ohio, often lacked important information about the significances of its landscape. It is believed to be the first romantic suburb in the United States. The history books such as *Glendale Ohio 1855-1915*, *Glendale's Heritage* and *the Bicentennial*

¹⁶ Bunce.

¹⁷ K.T. Jackson, *Crabgrass Frontier: The Suburbanization of the United States* (New York: Oxford University Press, 1985).

¹⁸ D. Schuyler, *The New Urban Landscape: The Redefinition of City Form in Nineteenth-Century America* (Baltimore: Johns Hopkins University Press, 1986).

¹⁹ Tunnard.

²⁰ John Archer, "Country and City in the American Romantic Suburb," *Journal of the Society of Architectural Historians* Vol. 42, no. 2 (1983).

²¹ Malcolm Cairns, "The Paradox of Riverside: Prototype of Future Suburbs or Zenith of American Romantic Landscape Design," *CELA Selected Papers* 3, no.

²² Malcolm Cairns and Gary Kesler, "Protecting a Prototype: Guidelines for Riverside, Illinois," *Landscape Architecture* 77, no. 4 (1987).

*Guide to Greater Cincinnati: A Portrait of Two Hundred Years*²³ focus on Glendale's architecture and fail to discuss its landscape with any meaningful depth. This is likely because very little is known about Glendale's original plan. However, much about Glendale's early landscape can be gleaned from a few historic sources such as Middleton-Strobridge's lithograph, *View of Glendale*, circa 1860, and the book *Suburbs of Cincinnati*,²⁴ published in 1870.

In 1993, Alexandra M. Buckley published her thesis, "Glendale Ohio: A Study of Early Suburban Development in America"²⁵ with no new research or documentation of Glendale's landscape. It basically repeats earlier documented histories and discusses Glendale's history in the same way that John Archer did in his journal article "Country and City in the American Romantic Suburb."

I visited Glendale and Spring Grove Cemetery in January 2012. While at Glendale, I met with Beth Sullebarger who is a historic preservation professional and Glendale expert. I toured, recorded field notes and photographed the suburb. I also conducted research at the Glendale Historic Society located in the historic depot. I learned of Glendale's historic landscape. It has a high degree of integrity, remains largely intact is similar to Irvington's landscape.

Other books helped me understand notable landscape gardeners and landscape architects who practiced in the Midwest. William H. Tishler's book *Midwestern Landscape Architecture*²⁶ contained individual chapters that highlighted important landscape architects Adolph Strauch, Horace Cleveland, Frederick Law Olmsted, and George Edward Kessler.

²³ G.J. Giglierano and others, *The Bicentennial Guide to Greater Cincinnati: A Portrait of Two Hundred Years* (Cincinnati: Cincinnati Historical Society, 1988).

²⁴ Sindney D. Maxwell, *Suburbs of Cincinnati* (Cincinnati: George E. Stevens & Co., 1870).

²⁵ Alexandra M. Buckley, "Glendale Ohio: A Study of Early Suburban Development in America" (University of Oregon, 1993).

²⁶ W.H. Tishler, ed. *Midwestern Landscape Architecture* (Chicago: University of Illinois Press, 2000).

James O'Day has extensively researched the Indianapolis Parks and Boulevard System. In 1988, O'Day documented his research in his thesis titled "George Edward Kessler and the Indianapolis Park System: A Study of Its Historical Development During the City Beautiful Era, 1895-1915."²⁷ This body of research offered a good overview of the Indianapolis parks through 1915. It failed to discuss any parks after 1915 and only had a little information about Ellenberger Park and Pleasant Run Parkway in Irvington. Further research and documentation of George Kessler and the Indianapolis Park & Boulevard System was available in the *Indianapolis Park & Boulevard System National Register Nomination*.²⁸ This source also provided a good overview of park development in Indianapolis and was a good survey of existing resources. However, it also failed to document the details of Ellenberger Park and the Pleasant Run Parkway in Irvington. Ellenberger Park is not listed or detailed as an individual park because it is considered part of the Ellenberger Parkway. Surprisingly, Ellenberger Park is also not discussed in the Ellenberger Parkway section. Furthermore, Ellenberger Park was not counted as a National Register resource because it was included in the Irvington Historic District in 1987.

4.4 LOCAL HISTORY

Local history sources include those that discuss the history and development of Irvington and/or the greater Indianapolis area. These sources are primary and secondary sources found in local libraries, historical societies, archives and first-hand accounts. They include everything from original lands survey records to the *Encyclopedia of Indianapolis* ²⁹to field surveys. These

²⁷ O'Day, "George Edward Kessler and the Indianapolis Park System : A Study of Its Historical Development During the City Beautiful Era, 1895-1915".

²⁸ Tina Jones and others, *Indianapolis Park & Boulevard System* (Indianapolis, 2002), National Register of Historic Places Nomination.

²⁹ D.J. Bodenhamer, R.G. Barrows, and D.G. Vanderstel, *The Encyclopedia of Indianapolis* (Indiana University Press, 1994).

sources are discussed in the following paragraphs beginning with those that are the broadest and then the sources that are more specific.

Secondary resources that yielded pertinent information regarding the history of Indianapolis include: *The Encyclopedia of Indianapolis* edited by D.J. Bodenhamer, R.G. Barrows and D.F.G. Vanderstel, *Greater Indianapolis: The History, the Industries, the Institutions, and the People of a City of Homes*³⁰ by Jacob Dunn, *Hyman's Hand Book of Indianapolis*³¹ by Max Hyman, *Indianapolis Railways: A Complete History of the Company and Its Predecessors from 1864-1957*³² by J. Marlette, and *History of Indianapolis and Marion County*³³ by B.R. Sulgrove.

Secondary resources that contained pertinent information about Irvington's history include: *Oh Little Town of Irvington: Early Twentieth Century Irvington as Seen Through the Eyes of a Small Boy*³⁴ by E.W. Cottman, "A Hoosier Arcadia"³⁵ and "A Historical Sketch of Irvington, Indiana"³⁶ by George Cottman and Vida Cottman, respectively, *Greater Irvington: Architecture, People, and Places on the Indianapolis Eastside*³⁷ by Paul Diebold, and *The History of Warren Township*³⁸ edited by H. Paige, M. Korra, and Wendy W., "Three Gilded Age Suburbs

³⁰ Jacob Piatt Dunn, *Greater Indianapolis: The History, the Industries, the Institutions, and the People of a City of Homes*, II vols., vol. I (Chicago: The Lewis Publishing Company, 1910; reprint, 1977).

³¹ Max R. Hyman, ed. *Hyman's Hand Book of Indianapolis* (Indianapolis: M. R. Hyman company, 1897).

³² J. Marlette, *Indianapolis Railways: A Complete History of the Company and Its Predecessors from 1864 to 1957* (Terra Alta, WV: Pioneer Press of West Virginia, 2002).

³³ B.R. Sulgrove, *History of Indianapolis and Marion County* (Philadelphia: L. H. Everts & Co., 1884).

³⁴ E.W. Cottman, L. Muncie, and Irvington Historical Society, *Oh Little Town of Irvington: Early Twentieth Century Irvington as Seen through the Eyes of a Small Boy* (Indianapolis: Irvington Historical Society, 1990).

³⁵ George S. Cottman, "A Hoosier Arcadia," *Indiana Magazine of History* 28, no. 2 (1932).

³⁶ Vida T. Cottman, "A Historical Sketch of Irvington, Indiana," *The Indiana Magazine of History* VII, no. 4 (1911).

³⁷ P. Diebold and Irvington Historical Society, *Greater Irvington: Architecture, People, and Places on the Indianapolis Eastside* (Indianapolis: Irvington Historical Society, 1997).

³⁸ Herbert M. Korra and Wendy W. Paige, ed. *The History of Warren Township*, Second Edition ed. (Indianapolis).

of Indianapolis: Irvington, Brightwood, and Woodruff Place”³⁹ by Timothy Sehr, *Irvington Historic District National Register*⁴⁰ Nomination by Eric Utz, *Irvington Area Plan*⁴¹ by the Indianapolis Historic Preservation Commission and many newspaper articles.

Many primary sources regarding Irvington’s history exist. The original land survey records are available at the Indiana State archives but are difficult to read because of the calligraphic nature of the surveyor’s notes and condition of the microfilm. These notes indicate the general topography, land quality for agriculture and tree species along specific transects. The State Archives also holds Irvington’s town board meeting minutes from 1875 to 1894. Unfortunately, these minutes do not record information regarding Irvington’s original plan. However, some information regarding street improvements, subdivisions and additions is available.

Other primary sources include the writings and materials from Sylvester Johnson. In 1908, Johnson authored “The Beginnings of Irvington” in *The Indiana Quarterly Magazine of History*.⁴² In the article, Johnson explained his dreams for the suburb, how it replicated Glendale, Ohio, and how Irvington was named. An original warranty deed is available at the Irvington Historical Society and newspaper clippings such as “Sylvester Johnson, Pioneer of City, Dies” are available at the Indiana State Library.

Further primary sources include historic photos, postcards, atlases and maps which are available at the Indiana State Library, Irvington Historical Society and other places. Photographs

³⁹ Timothy J. Sehr, "Three Gilded Age Suburbs of Indianapolis: Irvington, Brightwood, and Woodruff Place," *Indiana Magazine of History* 77, no. 4 (December 1981).

⁴⁰ F. Eric Utz, *Irvington Historic District* (Indianapolis, 1986), National Register of Historic Places Registration form.

⁴¹ Staff of the Indianapolis Historic Preservation Commission, *Irvington Historic Area Plan Ha-35 (Irv)* (Indianapolis: Indianapolis Historic Preservation Commission, 2006).

⁴² Sylvester Johnson, "The Beginnings of Irvington," *The Indiana Quarterly Magazine of History* 4, no. 2 (1908).

and postcards offer scenes of Irvington during a variety of times and events and offer glimpses of Irvington's historic landscape. The maps include Sanborn and Baist maps, transportation maps, plat maps, and aerial photos. They offer information regarding changes to transportation and sometimes indicate structures and vegetation. The 1941 aerial photo which is available at the State Archives, offers insight into Irvington's landscape as it was losing its uniqueness. Finally, I surveyed Irvington's existing conditions. My notes and photographs are informative for analyzing and evaluating Irvington's landscape in this cultural landscape report.

In conclusion, this review of related sources has shown that many historians have documented the American romantic suburban landscape, Indianapolis and Irvington. However, a comprehensive and in-depth analysis of Irvington's historic landscape has never been completed. It is this unexplored research and evaluation of Irvington's historic landscape that this creative project aims to document.

5.0 METHODOLOGY

This creative project is a Cultural Landscape Report (CLR) for Irvington. A CLR is parallel to Historic Structure Reports but for landscapes.⁴³ The National Park Service explains that a Cultural Landscape Report is “a report that serves as the primary guide to treatment and use of a cultural landscape.”⁴⁴ “The CLR serves two important functions: it is the principal treatment document for cultural landscapes and the primary tool for long-term management of those landscapes. A CLR guides management and treatment decisions about a landscape’s physical attributes, biotic systems, and use when that use contributes to historical significance.”⁴⁵

CLRs are typically prepared for designed landscapes with defined boundaries. CLRs generally clarify the many intertwined aspects of the landscape’s history, character-defining features, integrity and significance. This study also evaluates the use of CRLs for historic suburban town landscape such as Irvington.

Cultural Landscape Reports have three components. These three components will be more thoroughly explained within the CLR. The three components are: Part 1) Research and

⁴³ Page, Dolan, and Gilbert, 27.

⁴⁴ Ibid., 129.

⁴⁵ Ibid., 3.

documentation of Irvington's landscape; Part 2) Treatment recommendations; and Part 3) Treatment.

The treatment section (Part 3) is a working document that is intended to document landscape changes as they occur. Part 3 is not included in this creative project. I plan to submit this cultural landscape report to the Irvington Historical Society, Irvington Community Council and the Indianapolis Historic Preservation Commission so that those organizations may fulfill Part 3 of this cultural landscape report. Parts 1 and 2 will be further explained within the CLR of this creative project.

6.0 CLR PART 1: OVERVIEW

6.1 EXECUTIVE SUMMARY

Irvington's landscape is significant because it is a surviving example of romantic town planning in the nineteenth century, an early twentieth century streetcar suburb and the City Beautiful park system development in Indianapolis by George Kessler. Its conception is based on popular romantic ideas during the nineteenth century and its plan closely follows the design of the suburban town of Glendale, Ohio, which was also planned in the romantic landscape style. Irvington is one of the earliest suburban towns of Indianapolis to fully incorporate romantic ideas into its planning and landscape.

Irvington's plan and development as an independent town is characterized by its curvilinear streets, public parks, large stately homes on large lots and transportation by railroad and streetcars which were first pulled by animals before being converted to electric. Furthermore, Irvington was a place for higher education and civilized society. Butler University was located in Irvington for fifty-three years until 1928 and helped to define Irvington as a unique and educated neighborhood.

The City of Indianapolis annexed Irvington in 1902 and provided many needed services to the town. As Irvington grew very quickly in the first few decades of the twentieth century, the central commercial core moved from the intersection of the Pennsylvania Railroad and Audubon Road to Washington Street near Ritter Avenue. This shift occurred in coordination with a move toward electric streetcars and a rise in personal automobiles. These shifts and transitions are reflected throughout Irvington's landscape.

Throughout the twentieth century, Irvington has lost some of its unique characteristics as the Indianapolis metropolis and modern suburban development has grown up around it. Today, Irvington's landscape retains some character-defining features of the original plan and its early development. Many patterns and features of the historic landscape remain discernible to the trained eye. Such patterns and features include street layouts, setbacks, vegetation and landscape materials. Distinct zones are apparent within Irvington's historic landscape. These seven zones have varying levels of character-defining landscape features and are used to guide the evaluation, analysis and treatment recommendations for Irvington.

This Irvington Cultural Landscape Report delivers guidance for future landscape treatments that are harmonious with its past. Using information gathered through research and in the field, recommendations are provided for the overall landscape character and remaining character-defining features. In general, these recommendations focus on three areas: 1) respecting the remaining historic features through sound stewardship; 2) enhancing the historic characteristics through restoration or rehabilitation of certain character-defining features; and 3) considering appropriate new development that accurately reflects the historic landscape character of Irvington. Implementation of the recommendations will provide an appropriate setting for this unique neighborhood into the future.

6.2 INTRODUCTION

Irvington was originally a historic suburb and is now a neighborhood in Indianapolis, Indiana, located four and one-half miles east of the city center. The neighborhood is approximately 640 acres and roughly lies between Pleasant Run Creek and the CSX Railroad. It is bisected by the National Road, also known as “U.S. 40 or Washington Street,” which is the commercial corridor through the community. The remainder of Irvington primarily consists of residential and park land uses.

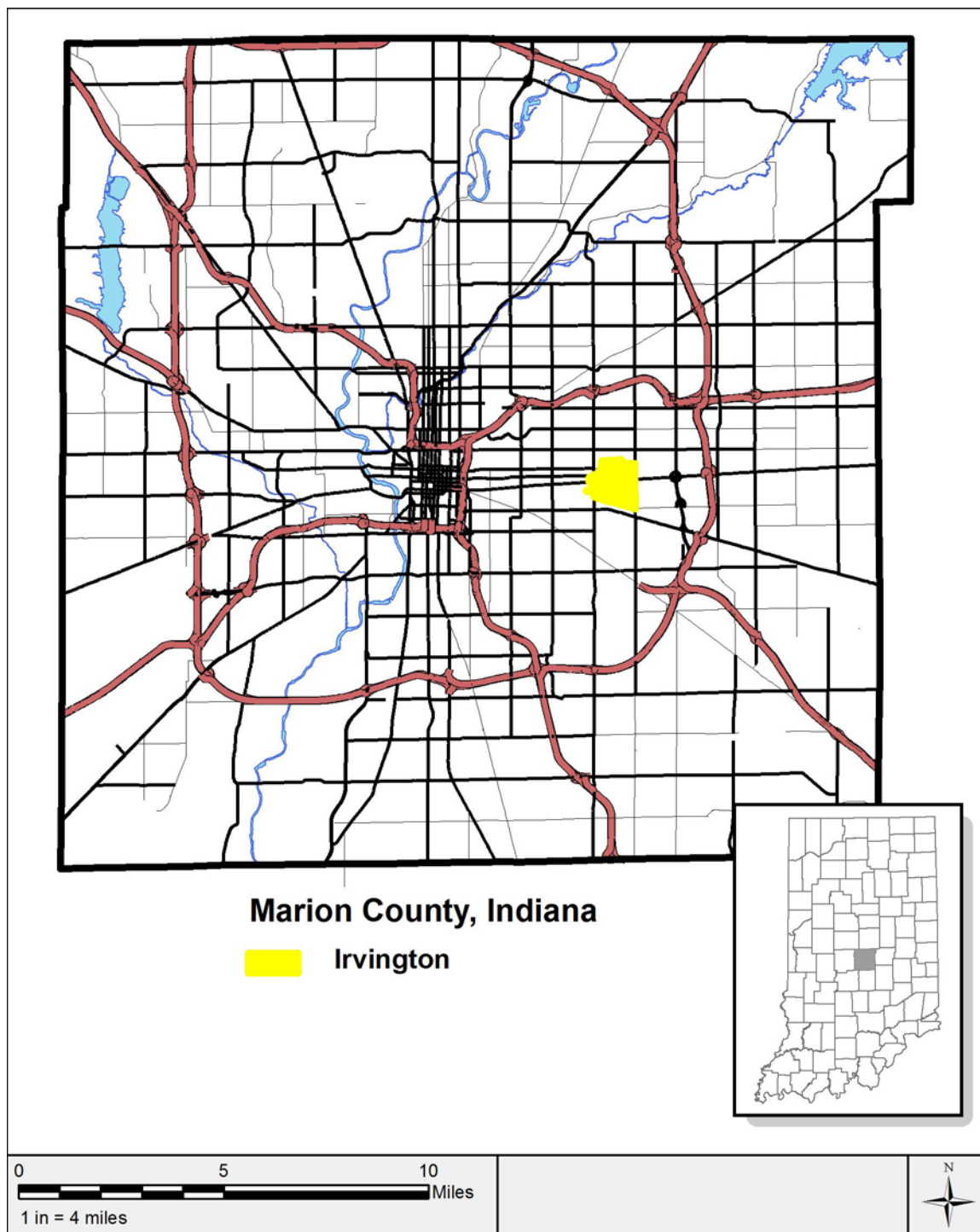


Figure 1: Location of Irvington, Marion County, Indiana.

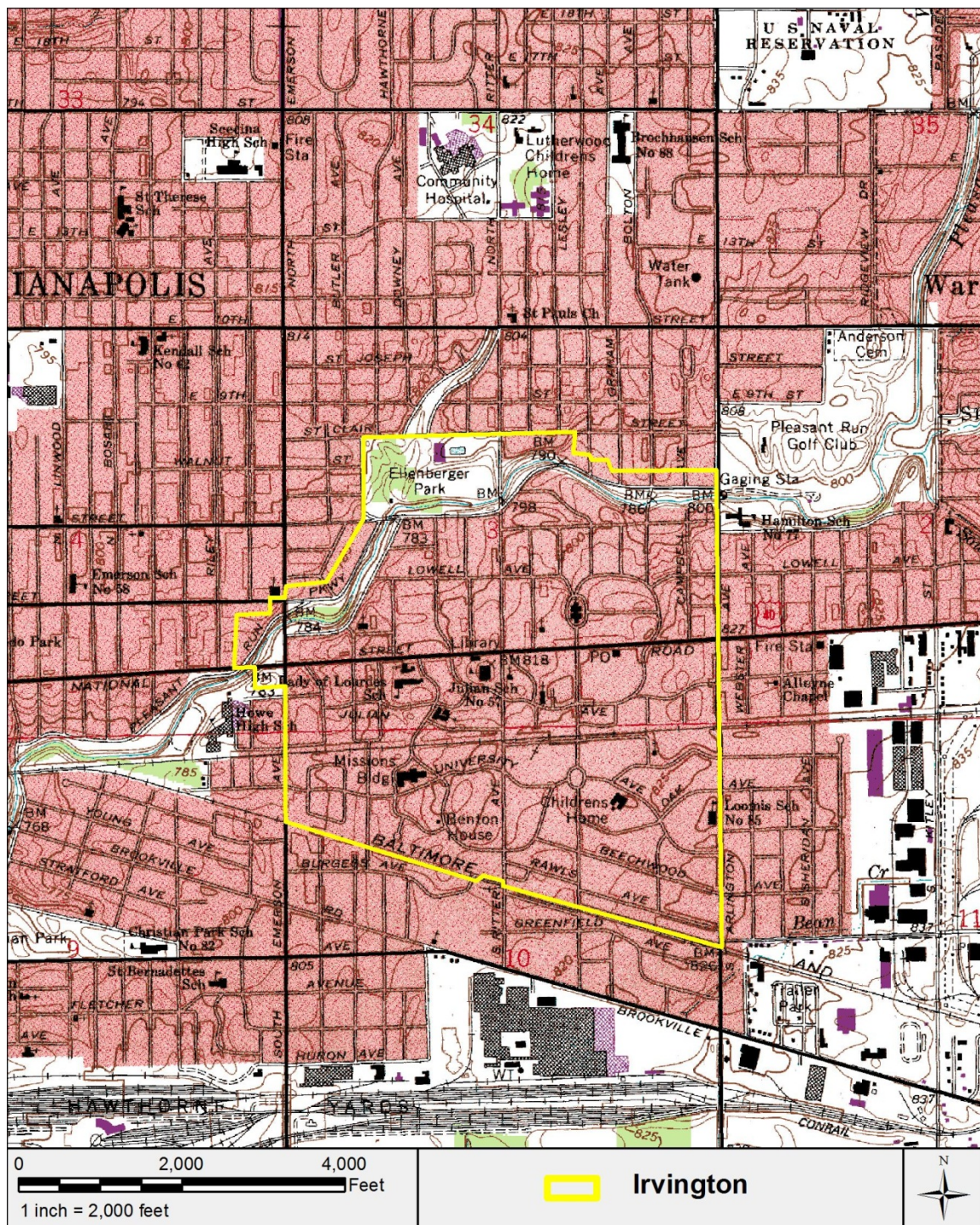


Figure 2: East Indianapolis USGS 7.5 Minute Quadrangle map.

Irvington's natural features consist of relatively flat topography that slopes down to Pleasant Run Creek which winds through Irvington's north and west areas. Irvington is somewhat heavily wooded with mature trees when compared to its residential neighbors. Irving Circle Park, Ellenberger Park and Pleasant Run Parkway also contribute to Irvington's natural features.

Irvington's history is dominated by three themes: transportation, educational institutions, and public parks. Before Irvington was settled, it was located on a popular Native American trail known as the "Whitewater Trace." The National Road closely followed this trace which became the Pennsylvania Railroad in the mid-nineteenth century. Railroad transportation facilitated establishing a suburb more than four miles out of the city. Irvington began in 1870 and mule-drawn streetcars were quickly introduced to provide more adequate transportation. Near the turn of the century, Irvington was annexed by the City of Indianapolis and electric streetcars located on Washington Street took over as primary transportation. As a result, Irvington's commercial core shifted from the area around the train depot to Washington Street. Eventually, personal automobiles and buses took over as primary transportation and Irvington lost that aspect of the historic suburb.

Inspired by the suburban community of Glendale, Ohio, Irvington has always desired to have higher education and parks be part of the community. Butler University arrived in Irvington in 1875 and fulfilled that role. Butler had a major impact on Irvington's early history. Irvington has never recaptured that same sense of community after Butler left in 1928.

Irvington's original plan called for two circular parks, Irving Circle and College Circle. Irving Circle has always remained a public park for the community's use, while College Circle was a residential lot before it became used as a church. Furthermore, Ellenberger Park, formerly known as Ellenberger Woods, has served the community as natural grounds open to the public since Irvington's inception.

Irvington was nominated by F. Eric Utz and listed on the National Register of Historic Places (NRHP) in 1986. Its period of significance is from 1870 to 1936⁴⁶ in the areas of architecture, art, community planning, education and landscape architecture.⁴⁷ Irvington was designated to the Indiana State Register of Historic Places at the same time.⁴⁸ On October 4, 2006, the Indianapolis Historic Preservation Commission adopted *The Irvington Historic Area Plan* and made Irvington a locally designated historic district. *The Irvington Historic Area Plan* is part of the Comprehensive Plan for Marion County, Indiana and provides recommendations and guidelines to direct development in Irvington that is in the public view.⁴⁹

Today, Irvington remains a residential neighborhood that is known for its location on Washington Street, its winding streets and older homes. It primarily contains single family homes and duplexes. Multifamily living and a commercial core line Washington Street where boutique shopping, dining, and a variety of other services are offered. Ellenberger Park and the Pleasant Run Parkway and trail offer many outdoor recreational opportunities for the residents of Irvington.

⁴⁶ 1936 is the end of the period of significance because that year is that statutory limit of 50 years from 1986 when the nomination was written.

⁴⁷ Utz.

⁴⁸ *Indiana Properties Listed on the State and National Registers*, (Indianapolis: Indiana Department of Natural Resources, 2011).

⁴⁹ Commission.

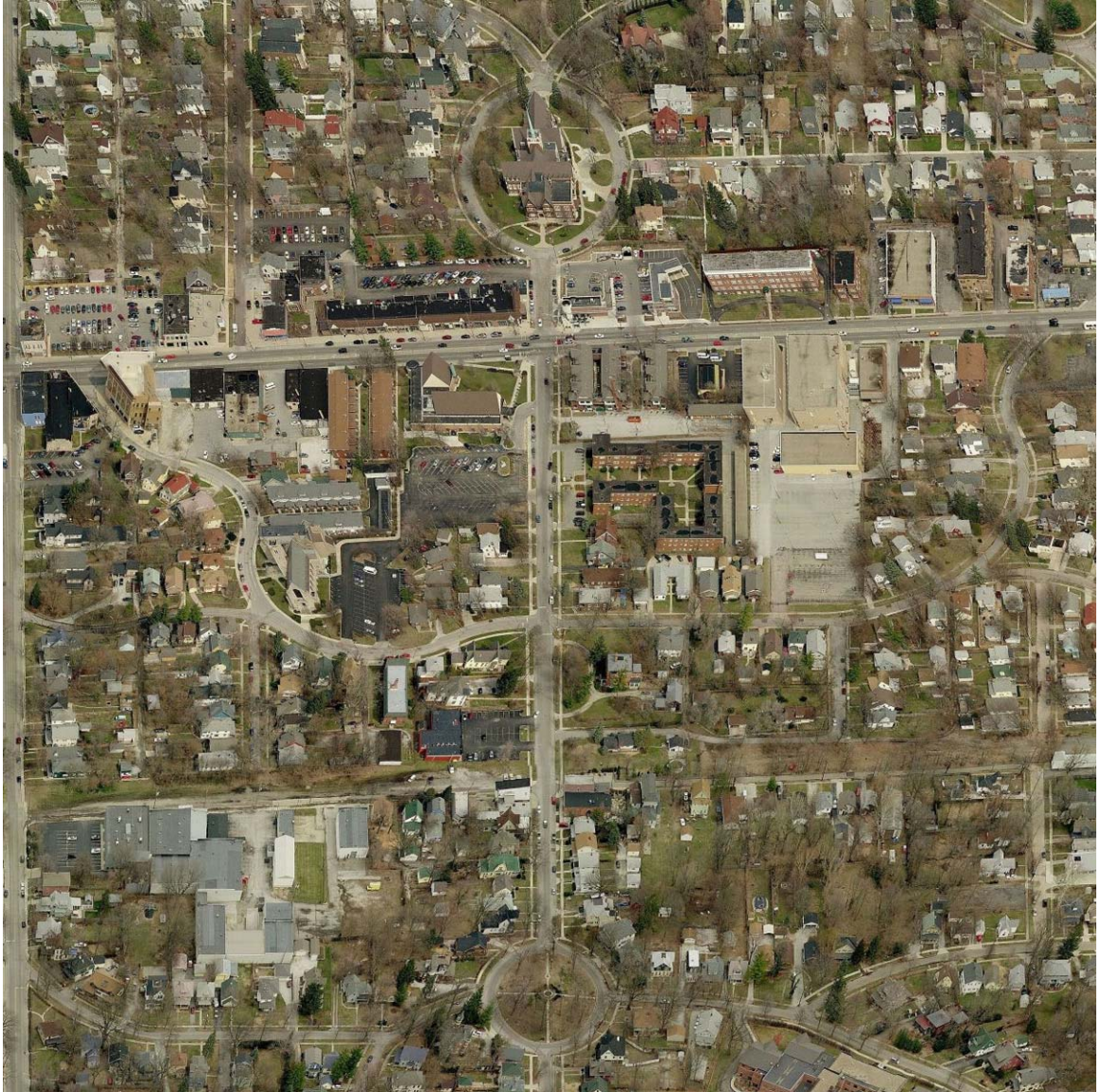


Figure 3: Isometric aerial view of Irvington.



Figure 4: Typical streetscape in Irvington, 2012.



Figure 5: Ellenberger Park in Irvington, 2012.

The landscape remains mostly intact, although changes have occurred in transportation, recreation, building organization and landscape over time. The orientation of most roads remains winding, Pleasant Run Creek and Pleasant Run Parkway maintain their historic character and Irving Circle and Ellenberger Park continue to offer open green space similar to the way it did a century ago. Significant alterations include removal of the Pennsylvania Railroad tracks that once bisected the community, moving of the commercial core to Washington Street, demolition of some key buildings, addition of non-historic buildings, and subdivision of large residential lots. As future planning and projects proceed for the continued use of the neighborhood, the value of Irvington's historic landscape should be preserved.

6.3 SCOPE OF WORK & METHODOLOGY

The scope of work and methodology for the Irvington Cultural Landscape Report follows the five-step approach outlined by the National Park service in *A Guide to Cultural Landscape Reports and Preservation Brief: 36*. This work includes historical research, development of context and site history, field documentation of existing conditions, evaluation of landscape integrity and treatment recommendations.

The process of creating the CLR is extensive. First I began reading about suburban development in the United States. This research develop Irvington's historic context. Then I researched histories of Irvington in the local library and historical society. I recorded this research in an outline/timeline that formed the basis for the narrative history. These materials also revealed the early character of Irvington's landscape.

Irvington's history closely follows the development of transportation systems as outlined in *The National Register Bulletin: Historic Residential Suburbs* which explains four stages of American suburban development. They are: 1) Railroad and Horsecar Suburbs, 1830-1890, 2) Streetcar Suburbs, 1888-1928, 3) Early Automobile Suburbs, 1908-1945, and 4) Post World War II and Early Freeway Suburbs, 1945-1960.⁵⁰ I used this to guide the narrative of Irvington's history which is divided into five eras: 1) Predevelopment Era: A Settlement Landscape, 1820-1870, 2) Irvington Era: A Suburban Village, 1870-1902, 3) Butler Era: A Growing Community, 1902-1928, 4) Post Butler Era: An Urban Neighborhood, 1928-1962, and 5) Modern Era: A Neighborhood District, 1962-2012.

Through my research, I hoped to confirm that Irvington's plan was based on Glendale, Ohio. Irvington historians have known for quite some time that Irvington's layout is modeled

⁵⁰ Ames, McClelland, and Places, 16.

after Glendale's, but the relationship is not well researched or documented. I visited Glendale to view, document and research its landscape. I continued these efforts by researching other Romantic landscapes in the United States and England which helped complete the context portion of this CLR.

I performed detailed reconnaissance of Irvington's existing landscape with digital photography field-notes. I used historic and current aerial photos as base maps on which I mapped existing landscape features and characteristics. These maps were used to delineate the landscape zones and boundaries used in analysis. Boundaries are often based on characteristics which can be identified by the presence of character-defining features.⁵¹ I analyzed each landscape zone and provided an integrity rating based on an evaluation of the zone's change since the period of significance. Finally, I wrote treatment recommendations to guide the future of Irvington's landscape.

As mentioned earlier in the methodology of this thesis/creative project, cultural landscape reports have three parts. This document is organized into eleven chapters. Chapters Six through Ten compose Part 1 of the CLR: Research and documentation. Chapter Eleven makes up Part 2 of the CLR: Treatment recommendations.

The list of chapters is as follows. Chapter 6: Cultural Landscape Report Introduction offers an executive summary, introduction and the project scope and methodology. Chapter 7: Context Irvington's landscape within the context of the Industrial Age and Romantic landscape planning in England and the United states during eighteenth and nineteenth centuries. Chapter 8: Irvington Landscape History details the history of Irvington from settlement through recent times. The existing conditions are detailed in Chapter 9: Existing Conditions. Chapter 10: Interpretation discusses the analysis, integrity and significance of Irvington's landscape. It further compares

⁵¹ Character-defining features are explained in the analysis section of this report.

findings of Irvington's history with existing conditions to analyze change and continuity through time. Chapter 11: Treatment Recommendations provides recommendations to guide the future of Irvington's landscape.

7.0 CLR PART 1: HISTORIC CONTEXT

7.1 INDUSTRIAL AGE

The Industrial Revolution from the mid-eighteenth century to the mid-nineteenth century had a drastic effect on the world's landscape. Like no time before, changes in technology, manufacturing, agriculture and transportation quickly changed the landscape in Europe and also across the ocean in the United States. Rapid population and economic growth occurred during this period which equated to quickly increasing standards of living as society transitioned from a rural agricultural society to an urban manufacturing society. This transition was made possible by labor-saving devices. Society became less dependent on animal and human labor as machines took over the heavy work. In the United States, steam-power manufacturing became a dominant industry by the time of the Civil War. With less labor needed on farms, people moved to urban areas where jobs were available in the manufacturing industry. They became professionals in knowledge-based careers such as banking. People soon enjoyed the benefits of higher wages, luxuries and the conveniences of the Industrial Age.

One of the most important advances of the Industrial Age was improved modes of transportation. Before the Industrial Revolution, land transportation was limited to animal power

and water transportation was limited to natural waterways. The Industrial Revolution brought canals, improved roads and railroads. This quickly expanded existing trade networks and commerce transitioned from local to regional and national markets. Additionally, the Industrial Age provided new transportation technologies that allowed the middle and upper-classes to separate their residential location from their employment location.

This separation of locations not only separated the daily living situations for people but began to divide society into economic classes. The poor were not able to take advantage of new technologies and remained in the urban core while the middle-class and wealthy moved further out. The middle-class was able to travel more, appreciate art, literature and music, and experience nature and the wilderness like no time before.⁵²

Prior to and throughout the Industrial Revolution, the wilderness was feared as being too wild and untamable and was undesirable. John Archer states, “Americans generally considered the city to be incompatible with the predominantly agrarian and wilderness landscape of North America.”⁵³ During the Industrial Revolution, humans could develop cities without reliance on natural power such as wind, water and animal power, but could rely on power produced by machines, such as the steam engine, for the first time in history. There was no need for nature or natural things in cities. Rather, people were able to produce the all of things they needed.

Although centers of social and mental activities and places for culture, intelligence, and civility, cities quickly developed a number of ills. Heavy industry and manufacturing, combined with dense living and working areas, created polluted and unsanitary conditions. Tuberculosis was the biggest threat in urban areas and many of the working-class individuals succumbed to the

⁵² Bunce, 13.

⁵³ Archer: 140.

disease. Charles Dickens's novel *Hard Times*⁵⁴ described a city with its 'black canal' and 'river that ran purple with ill-smelling dye'.⁵⁵ Ruskin wrote of London, "that great foul city . . . rattling, growling, smoking, stinking – a ghastly heap of fermenting brickwork pouring out poison on every pore."⁵⁶ Additionally, cities were heavy with crime and corruption, both socially and politically.⁵⁷

7.2 ROMANTICISM

During the nineteenth century, the urban ills created by the Industrial Revolution were quickly combated by the middle- and upper-classes' romantic ideas. Romanticism reoriented views of wilderness as a place for peace, historicism, and spiritual reflection against the messiness of the Industrial Revolution.⁵⁸ It rejected rules as romantics escaped the industrial confines of the cities.

Romanticism grasped pre-industrial ideas of nature and self-understanding and expressed them through art and literature. This philosophy followed the Industrial Revolution's path from Europe to America where Romanticism became popular during the mid-nineteenth century as evident by the art of the Hudson River School, architecture's gothic revival style and the writings of Henry David Thoreau and Ralph Waldo Emerson.⁵⁹

Romanticism also became popular in landscape design and town planning. Michael Bunce states,

The dilution of picturesque and romantic interpretations of nature into popular landscape taste is nowhere more apparent than in England. By the beginning of

⁵⁴ C. Dickens, *Hard Times* (Bradbury & Erano, 1854), 30.

⁵⁵ Bunce, 15.

⁵⁶ J. Ruskin, *The Crown of Wild Olive* (J. Wiley and sons, 1866), 9.

⁵⁷ Bunce, 14.

⁵⁸ Archer.

⁵⁹ Cairns, "The Paradox of Riverside: Prototype of Future Suburbs or Zenith of American Romantic Landscape Design," 27.

the nineteenth century the term picturesque had come to apply to settled as much as to wild landscapes. Indeed, the very absence of truly wild landscapes ensured that it would be nature in domesticated settings with which the English would most readily identify. This is reflected in the application of the conventions of the picturesque to the landscaping of country estates in which informal planting and careful arrangement of vistas was intended to achieve the effect of a natural scene. It is reflected also in a shift in romantic art and literature to the celebration of nature in pastoral scenes.⁶⁰

Romanticism first appeared in the art of English landscape paintings. Many of these paintings depicted picturesque and rugged scenes that are imaginative and mystical and evoke strong emotions. Other paintings were more pastoral and depicted an idealized view of nature. During the mid-nineteenth century, romantic pastoral landscape painting made its way to the United States, appearing in the work of the Hudson River School founded by Thomas Cole. The students at the Hudson River School painted beautiful scenes of the American countryside that helped tame the rough views of the wilderness and depicted humans and nature coexisting peacefully.⁶¹

⁶⁰ Bunce, 28-29.

⁶¹ Tunnard: 184.



Figure 6: *The Arcadian or Pastoral State* by Thomas Cole, 1834.

The romantic literature movement came to the United States in the early nineteenth century with writings by Washington Irving. One of his notable works is *The Legend of Sleepy Hollow* was published in 1820. The scenes in this story depict a picturesque and imaginative American countryside and evoked strong feelings and emotions. Washington Irving is the namesake of Irvington.

As romantic literature developed through the mid-nineteenth century, it heavily influenced people to escape to the country in a reaction against the manufacturing horrors of the city.⁶² Romantic writers began to portray complex lives in a more simple rural setting and promoted ideas of individualism, intuition and perception. Authors such as Thoreau and Emerson further emphasized society's connection with nature by the 1850s. To them, nature was sacred.⁶³

⁶² Ibid., 184.

⁶³ Bunce, 27.

Both Thoreau and Emerson were transcendentalists who encouraged self-reliance, believed that all things were connected to God and therefore divine, and thought that God could be experienced through nature.

Thoreau advocated for the protection of nature through his writings about his personal experiences and observations in the wilderness. He feared that the evils of man and the Industrial Revolution would soon destroy the sacred wilderness. He sought for further integrating man's culture and nature. He desired that wilderness and civilization be balanced in what he called a "cultivated country."

The views of Thoreau and other romantic writers and artists quickly spread across American society as the middle- and upper-classes learned that they could find this balance of city and wilderness in suburban landscapes. People could achieve a spiritual connection with nature in suburban landscapes, but could also maintain a connection with the civilized city.

7.3 ENGLISH ROMANTIC LANDSCAPE PRECEDENT

The English were the first to take these romantic and pastoral ideas and apply them to the landscape. For centuries, English gardens and estates were designed in the rigid and geometric classical style and laid out with formal symmetry, emulating the French Renaissance gardens like Versailles. The romantic ideas that spread throughout England motivated landscape designers to break free from this classical formal symmetry and create landscapes that corresponded with the art and literature of the time. These new romantic and pastoral landscapes of the eighteenth and nineteenth centuries attempted to re-establish the users' connection to nature by recapturing the spirit of the pre-Industrial Age, especially for the middle-class who sought the leisurely country lifestyle.

Michael Bunce states, “The dilution of picturesque and romantic interpretations of nature into popular landscape taste is nowhere more apparent than in England. By the beginning of the nineteenth century the term picturesque had come to apply to settled as well as wild landscapes. Indeed, the very absence of truly wild landscapes ensured that it would be nature in domesticated settings with which the English would most readily identify.”⁶⁴ There were three landscape designers that established the romantic landscape president in eighteenth- and nineteenth-century England. They include Lancelot “Capability” Brown, Humphry Repton and John Claudius Loudon.

Brown transformed the previously geometric English landscape into a more organic landscape for viewing pleasures with undulating meadows, expanding lawns, water bodies and naturalistic plantings.⁶⁵ His work at Blenheim Palace in Oxfordshire in the 1760s is highly regarded. He “naturalized” the landscape at the palace with undulating features including man-made water bodies.

In the late eighteenth century, Repton expressed that Brown’s landscapes were “too smooth and perfect to be natural.” Repton believed that landscapes should be more rugged to emulate the picturesque qualities of romantic landscape paintings.⁶⁶ Repton created water color overlay drawings to illustrate his proposed work.

Loudon further refined the landscape ideas of the nineteenth century and advocated for more emphasis on horticultural and botanic landscapes to emphasis single and exotic specimens. Loudon called this the “Gardenesque School of Landscape.”⁶⁷ Loudon’s book *Suburban Gardener and Villa Companion*, published in 1838, contained Gardenesque School ideas and

⁶⁴ Ibid., 28-29.

⁶⁵ Newton, 214-216.

⁶⁶ Ibid., 218-220.

⁶⁷ Ibid., 218.

encouraged the middle-class to achieve a balance between the city and country. This publication not only influenced landscape design in England but was certainly well-known by Andrew Jackson Downing, Frederick Law Olmsted and other American designers involved with landscape planning and residential development.⁶⁸ Loudon was an influential proponent of public greenspace and residential planning. He believed that suburbs provided the best of the city and the country because they offered the convenience of neighbors and places to learn nearby in a healthy country landscape.⁶⁹

Parks were another major influence on romantic suburban development in England. Regents Park, designed by John Nash, was the first urban plan to be designed in the romantic landscape style.⁷⁰ John Nash was an English architect and pioneer of the romantic style. Residential development surrounded the park which was referred to as a “farm-like appendage to our metropolis.”⁷¹ Regents Park was originally designed as a private development, but opened to the public in 1841. It is here where park landscapes were first combined with real estate development.

The success of Regents Park likely influenced Joseph Paxton’s design for Birkenhead Park in 1843 which combined curves and groupings of plantings in the romantic style he learned from John Loudon.⁷² The development of Birkenhead Park further moved romantic landscape ideas into real estate development. Although Birkenhead Park was the first publicly funded park, its perimeter was developed for large estates. As noted later in this section, Birkenhead Park heavily influenced Frederick Law Olmsted’s designs, especially for New York’s Central Park.

⁶⁸ Archer: 143.

⁶⁹ *ibid*; Buckley, 7.

⁷⁰ Archer: 140.

⁷¹ *Ibid.*, 141.

⁷² Newton, 229-230.

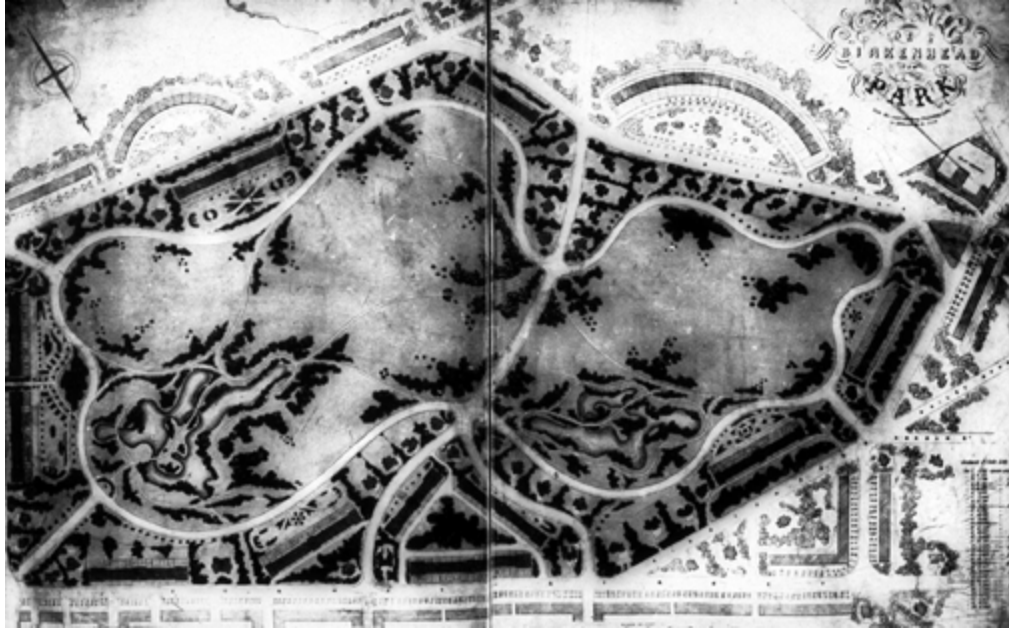


Figure 7: Joseph Paxton's plan for Birkenhead Park.

In connection with romantic ideas being applied to estate landscapes and parks, a third landscape was emerging during the first half of the nineteenth century that merged the urban environment with rural countryside. The first suburbs were developed around parks, as previously discussed. They also formed as resort towns and commuter villages centered on the omnibus service routes.

Resort towns were constructed in the 1820s around London as seasonal escapes to the rural countryside. These towns were privately developed by a single owner and offered low density housing options for a single class or residents. Town services began to be separated in these suburbs. For example, transportation services and commercial areas were separated from the residential areas of town.⁷³

Beginning in the 1830s and continuing through the 1850s, commuter suburbs began to develop on the omnibus service routes. These suburbs were designed for the middle-class who

⁷³ Archer.

were employed in the city but desired to live in the rural countryside where they were free from the ills of the metropolis. Detached and semidetached residences were constructed along curvilinear roads and around parks or “greens.” Gates and gatehouses were constructed and articles of agreement were written to maintain the seclusive qualities of these suburbs. An example of this type of commuter suburb is Victoria Park, which is located approximately two miles outside of Manchester, England. Victoria Park was developed by Richard Land and Partners in 1836 as a real estate venture.⁷⁴ It is these suburban environments that offered the country lifestyle with civilized amenities that Loudon emphasized in his book *Suburban Gardner and Villa Companion*.

7.4 AMERICAN ROMANTIC LANDSCAPES

During the first half of the nineteenth century, these romantic ideas in regard to landscape crossed the Atlantic Ocean and found their way to the United States where designers incorporated them into parks and suburbs after conceptualizing the rural cemetery movement. As Americans were exposed these English suburban planning and landscapes through personal visits and publications, they also believed that they could merge the rural lifestyle with the city’s amenities. Many publications were produced in the 1830s and 1840s that touted the great landscape of England such as Regents Park and Birkenhead Park.⁷⁵ Additionally, publications from Andrew Jackson Downing, a prominent American landscape gardener, encouraged the spread of romantic landscape ideas through a solely American audience.

⁷⁴ Ibid.

⁷⁵ Ibid.

7.4.1 Rural Cemeteries

Rural cemeteries were truly American and the first landscapes in the United States to adopt the romantic landscape style. During the American Industrial Revolution, the population in urban areas was growing and infectious diseases increased due to the lack of public hygiene. Graveyards were becoming overcrowded and were believed to be the cause of many diseases. As a result, legislation such as the Rural Cemetery Act in New York in 1847, was passed to develop commercial burial grounds outside of cities. These forces led to new forms of burial grounds known as cemeteries.

Landscape cemeteries were designed to be a pleasurable place to visit and to console the surviving by replacing their mournful thoughts with pleasing views, but also to be a healthful place for the public to escape urban ills and be rejuvenated with fresh air and beautiful scenery. Furthermore, the romantic style held Christian themes. Cemeteries were believed to be a beautiful place for the dead to rest or sleep while they awaited the Second Coming.⁷⁶

David Schuyler explains in *The New Urban Landscape* that “at the cemetery the visitor could leave behind some of the cares of urban life, revel in the natural beauty, . . . the rural cemetery functioned as a kind of suburban park.”⁷⁷ Similar to the European romantic landscapes, American cemeteries were designed to take advantage of varying topography with winding roads, which were often depressed to visually hide them. Romantic cemeteries also featured open lawns, groves of trees, and water elements such as ponds and streams to express natural beauty.

⁷⁶ Noel Dorsey Vernon, "Adolph Strauch: Cincinnati and the Legacy of Spring Grove Cemetery," in *Midwestern Landscape Architecture*, ed. William H. Tishler (Chicago: University of Illinois Press, 2000), 10.

⁷⁷ Schuyler, 54.

Mount Auburn Cemetery, Cambridge, Massachusetts

Mount Auburn was the first romantic rural cemetery. It was constructed in 1831 by Dr. Jacob Bigelow and the Massachusetts Horticultural Society. Mount Auburn was created as an alternative to the traditional church graveyard that would be healthier for the public. It became popular as a pleasure ground outside of the city because the city was considered repulsive. Mount Auburn's success as a public park caught on and was replicated in many other cities.⁷⁸

Mount Auburn's landscape is characterized by winding pattern of paths and roads to complement the natural beauty of the rugged site. Monuments, ponds, fences and fountains were scattered throughout the site to let the site's picturesque qualities stand out. Additionally, many open vistas graced Mount Auburn Cemetery.

⁷⁸ Newton, 268.

Spring Grove Cemetery, Cincinnati, Ohio



Figure 8: Aerial view of Spring Grove Cemetery, 2010.

Spring Grove Cemetery, located five miles north of downtown Cincinnati, Ohio, is a rural cemetery inspired by Mount Auburn. Some people hypothesize that Spring Grove Cemetery influenced its nearby suburb of Glendale, Ohio, but no solid evidence of this exists. Spring Grove Cemetery is related to the study of Irvington's landscape because of its influence on the development and design of Glendale, Ohio. Today, Spring Grove Cemetery is the second largest cemetery in the United States, designated as National Historic Landmark and is "nationally significant as the original site and model for the landscape-lawn concept, the dominant trend in American cemetery design from the mid-nineteenth century until well into the twentieth century."⁷⁹

Prominent Cincinnati businessmen and members of the Cincinnati Horticultural Society desired to build a rural cemetery after visiting the cemeteries on the east coast. They hired local architect Howard Daniels from 1845 to 1848 to design Spring Grove Cemetery in the Picturesque Style.⁸⁰ Daniels was instructed to sketch cemeteries located in the Eastern United States, such as Mount Auburn, to guide his picturesque plan. Daniels was previously not accustomed to designing in the picturesque style.⁸¹

In 1859, Adolph Strauch was hired as the landscape gardener to renovate the grounds of Spring Grove Cemetery.⁸² According to O.C. Simonds in his *Cyclopedia of Horticulture*, no other man after Andrew Jackson Downing has influenced the American landscape gardening more than Adolph Strauch and that Frederick Law Olmsted would visit Spring Grove when he needed

⁷⁹ National Parks Service, "Spring Grove Cemetery", National Parks Service <http://tps.cr.nps.gov/nhl/detail.cfm?ResourceId=1190316731&ResourceType=District> (accessed April 3 2012).

⁸⁰ Giglierano and others, 440.; Vernon, 10.

⁸¹ Buckley, 27.

⁸² Giglierano and others, 440.; Vernon, 10.

inspiration.⁸³ Strauch developed Spring Grove Cemetery with the roads located in low areas, reserving the higher ground for burials. The roads consist of broad and sweeping complex curves. There are absolutely no straight roads and no simple curves. The design takes advantage of the varied topography capturing views of the “borrowed landscape.”

Crown Hill Cemetery, Indianapolis, Indiana



Figure 9: Aerial view of Crown Hill Cemetery, 2010.

During the 1860s, the City Cemetery that was located east of the White River and southwest of downtown had become a “public disgrace.” A new nondenominational and beautiful cemetery was being developed three miles north of the city at the highest natural point in Marion

⁸³ Vernon, 5.

County, the “crowning hill among all hills.”⁸⁴ In 1864, Indianapolis purchased land and the cemetery board hired Frederick W. Chislett as Superintendent of the new cemetery. Chislett was a landscape architect from Pittsburgh, Pennsylvania.⁸⁵

From the beginning, Chislett desired that there be no “rectangular lots and railings that so disfigure some otherwise beautiful cemeteries.” He designed the roads to follow the natural topography, maintained the native trees in the forested areas and planted flowering trees and evergreens where the land had been cleared for farming.⁸⁶ Crown Hill Cemetery became popular not only as a burial grounds, but as pleasure grounds. In 1867, Crown Hill Company opened a two-horse streetcar line connecting the cemetery with downtown Indianapolis and facilitating transportation for picnics, strolling and relaxation in the cemetery’s beautiful landscape.⁸⁷

7.4.2 Central Park and Romantic Urban Parks

In addition to rural cemeteries, the American landscape gardener Andrew Jackson Downing had the most influence on romantic landscapes in the United States. Downing worked at his father’s nursery and became a student of horticulture and botany. In the 1830s, Downing started writing about horticulture, landscape gardening and architecture, and influenced the development of many parks and suburban landscapes in the United States.

Downing was a romantic, heavily influenced by the Gardenesque School⁸⁸ and he would have owned a copy of Loudon’s publication.⁸⁹ Downing’s horticultural interests lead him into concerns for organizing plant material and structures to improve the visual quality of places. He

⁸⁴ Wayne L Sanford, "Cemeteries," in *The Encyclopedia of Indianapolis*, ed. D.J. Bodenhamer, R.G. Barrows, and D.G. Vanderstel (Indianapolis: Indiana University Press, 1994), 393.

⁸⁵ Wayne L Sanford, "Crown Hill Cemetery," in *The Encyclopedia of Indianapolis*, ed. D.J. Bodenhamer, R.G. Barrows, and D.G. Vanderstel (Indianapolis: Indiana University Press, 1994), 484.

⁸⁶ Dunn, 386.

⁸⁷ Marlette, 8.

⁸⁸ Newton, 261.

⁸⁹ Archer: 143.

wanted places to be judged as works of art. He believed that human behavior is greatly affected by the environment⁹⁰ and he desired to bring people into constant contact with nature.⁹¹ Downing brought together the romantic ideas in America during the mid-nineteenth century. He shifted those ideas into landscape gardening, estates and parks through his writings and practices. His work put into motion the quickly evolving profession of landscape architecture in the United States and provided groundwork for future landscape architects including Frederick Law Olmsted.⁹²

Downing was the main proponent of urban parks in America, because he believed that they provided relief and contrast to the urban landscape. Urban parks, like cemeteries, provided the perceived notion of health. Many people believed that the natural or rural scenery provided escape and respite from the cramped and unsanitary urban conditions. Downing was the voice for urban parks in the United States and his ideas were influenced by the English country estates and large romantic parks in Victorian England.⁹³

In 1844, Downing encouraged the City of New York through his writings and as editor of the *Horticulturalist*, to construct a large urban park that would be similar to the English parks he admired. Downing recognized that the city was growing beyond capacity and residents were drawn to the little remaining open space, which were primarily cemeteries at that time. In 1851, the New York State Legislature passed the First Park Act to provide park land that could be developed solely for public enjoyment.⁹⁴

⁹⁰ Newton, 261.

⁹¹ Archer: 150.

⁹² Cairns, "The Paradox of Riverside: Prototype of Future Suburbs or Zenith of American Romantic Landscape Design," 27.

⁹³ Bunce, 145.

⁹⁴ Newton, 267.

In 1853, the City of New York purchased 700 acres of land for the park and in 1857, the Commissioners announced a design competition. A year later, the team of Frederick Law Olmsted and Calvert Vaux won the competition with their “Greensward Plan.” Calvert Vaux was an English architect that Downing enticed to the United States to be a partner in his firm. They shared an appreciation for visual arts and Vaux’s architecture closely complemented Downing’s landscape gardening work.

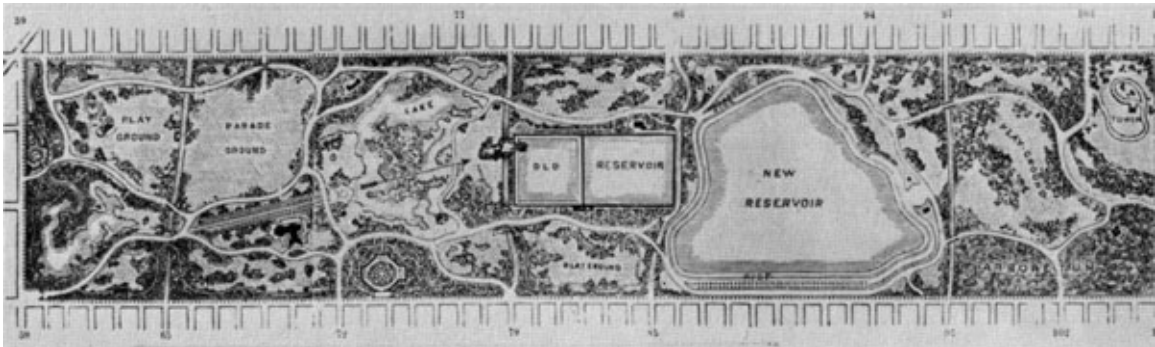


Figure 10: Olmsted & Vaux’s *Greensward Plan* for Central Park.

Overall, the plan for the park is in the romantic landscape style. It incorporates rugged picturesque areas as well as formal areas laid out with geometry. Olmsted and Vaux incorporated many natural looking lakes, large open lawns and groves of trees, and they provided for a variety of transportation modes with separated circulation routes. The carriage roads that go through the park are depressed and almost completely hidden from the romantic views of the park. Bridle paths and walkways wind their way through the park with compound curves. Vaux designed many unique bridges to handle the intersections and maintain circulation separation. Central Park was completed in 1873 and serves as the precedent for many more large urban romantic parks throughout the United States.

7.4.3 Andrew Jackson Downing

Romantic parks and rural cemeteries offered escapes from cities, but they were not always easily accessible and only offered respite when urbanites could reach them. Urbanites wanted more so Downing offered those opportunities in his ideas for picturesque domestic villages.⁹⁵ Downing “awakened Americans to the desirability of improving the wholeness of their residential properties... he encouraged people to do something about their environment.”⁹⁶



Figure 11: Rendering from *A Treatise on the Theory and Practice of Landscape Gardening, Adapted to North America* by Andrew Jackson Downing.

Downing encouraged people through his writings In 1841, at the age of twenty-six, Downing wrote his first book, called *A Treatise on the Theory and Practice of Landscape*

⁹⁵ Cairns, "The Paradox of Riverside: Prototype of Future Suburbs or Zenith of American Romantic Landscape Design," 27.

⁹⁶ Newton, 266.

Gardening, Adapted to North America. A year later Downing and Alexander Jackson Davis (American architect primarily working in the Gothic Revival style) published the pattern book, *Cottage Residences*. These works were heavily influenced by John Claudius Loudon and the English ‘gardenesque’ school of landscape design, and introduced that style to the United States. Pattern books such as this were not solely intended for the intellectual and wealthy, but were intended to be read by the more modest middle-class.⁹⁷ Moreover, Downing’s books were considered style books not for builders, but for clients. He included perspective renderings that displayed homes in the rural and naturalistic landscape setting.⁹⁸

Downing’s books were the first of its kind that were written by an American. The popular books were widely read as books on “rural art” and not treated as just another practical gardening book. His writings influenced the American countryside during a time in America when the country was searching for an artistic identity. In 1846, Downing founded the *Horticulturalist* and he served as editor until his death in 1852.

Downing heavily influenced the middle-class who grasped at his ideas for a better quality of life in the romantic landscape. He was the primary proponent of suburban living for the middle-class. He stated that a suburban cottage for a small family could be built for an about \$1,800.⁹⁹ It is likely that Sylvester Johnson, the founders of Glendale and others who developed romantic suburbs and villas were aware of and interested in Downing’s suburban principles and acted on them.

⁹⁷ Bunce, 83.

⁹⁸ Buckley, 47-48.

⁹⁹ Ibid., 10.

7.5 AMERICAN ROMANTIC SUBURBS

American romantic suburbs based in Loudon and Downing's principles started developing in the mid-nineteenth century with places such as Glendale, Ohio. Other notable romantic suburbs include Llewellyn Park in New Jersey, designed by Alexander Jackson Davis in 1853, and Riverside in Illinois, designed by Frederick Law Olmsted in 1869. Glendale directly influenced Irvington, but is beneficial to also look at Llewellyn Park and Riverside to see how Downing's principles were incorporated into nineteenth-century American suburbs.

First, romantic suburbs were designed to offer the civilities of the city along with an escape to the country or nature. The suburb was a new type of environment made possible by Industrial Revolution and easier modes of transportation. Suburbs fully expressed the romantic ideas about landscape by returning to a pastoral setting, or a tamed wilderness. The suburb is not entirely city nor entirely country, but was considered to have the advantages of both without the ills of either. Therefore, it was a superior environment.¹⁰⁰

Suburbs were able to merge city and country through new developments in transportation. In the 1830s, it was predicted that the railroad would merge these two environments.¹⁰¹ Sidney Maxwell, author of *Suburbs of Cincinnati*, published in 1870, stated,

The time consumed each trip is regarded by many persons with disfavor, but in some respects it cannot be denied the expenditure is profitable. 'There is that acattereth and yet increaseth.' A Man who has been crowded with business during the day, and on all sides beset with its cares, wants relaxation; and he who teaches a business man how most easily and perfectly to dismiss the cares of the day when he enters the portals of his home, makes no small contribution to the sum of human happiness.¹⁰²

¹⁰⁰ Archer.

¹⁰¹ Ibid., 152.

¹⁰² Maxwell, 98.

Later in 1873, landscape architect Horace Cleveland explained the railroads' ability to spawn development:

The opening of the lines of railroad across the continent has developed so much that was unexpected in the resources and capacities of the regions they have penetrated; has dispelled so many erroneous ideas in regard to their susceptibility of improvement for the purposes of civilized habitation, and has so facilitated the means of adapting them to such purposes, that it has become a task of almost equal difficulty to obtain a realizing sense of the opportunities which are dawning upon us, or of the responsibilities they involve. . . A new era in the process of the redemption and settlement of the wild country has now commenced, and a vast extent of new territory is annually opening to its advancing waves. Wherever a railroad is opened, all the laborsaving machinery and all the comforts and luxuries of civilization are at once introduced, and the newest settlements are equipped from the outset with all the physical necessities of civilized life.¹⁰³

As seen above, suburbs outside of the city limits were heavily promoted by the railroad industry and real estate developers who believed that suburbs could provide a better life. Some were purely utopian communities but most were business prospects.¹⁰⁴ These two ideas are not mutually exclusive. I believe that many early American romantic suburbs were business ventures of individuals who wanted to create a utopian-like ideal community.

American romantic suburbs have many similarities in their ability to offer a civilized life in the rural landscape. Amenities, such as access to a railroad, provided easy commuting and transportation. Furthermore, services were often separated. The railroad depot and commercial areas were centrally located while the low-density residential estates were spread throughout the surrounding suburb. The rural landscape was provided by curvilinear streets that followed the natural topography, public green spaces and parks and estates located on expansive lots. The large parcels allowed homeowners to have their own piece of "nature." Finally, American romantic

¹⁰³ Horace W. S. Cleveland, *Landscape Architecture, as Applied to the Wants of the West* (Chicago: Jansen, McClurg & Co., 1873), 28-29, 31.

¹⁰⁴ Tunnard: 185.

suburbs were occupied by similar residents. Most suburbs were populated by affluent and well educated individuals.

7.5.1 Glendale



Figure 12: *View of Glendale* lithograph by Middleton-Stobridge, circa 1865. Source: Jack Buesher, of the Glendale Historical Society.

Glendale is the earliest example of the romantic suburb in the United States.¹⁰⁵ Glendale is located northwest of Cincinnati at a high elevation where breezes provide fresh air to the suburb. This contrasted the stale polluted air in Cincinnati's river valley. For example, one author wrote the following about Robert Crawford, a founding Glendale resident and merchant in Cincinnati since 1814, "He has a pleasant home in which to spend the evening of life, and has no inclination to exchange it for the smoke and dust that enveloped him during a good part of his business career."¹⁰⁶ Furthermore, in 1857, Frederick Law Olmsted wrote about Cincinnati, "I find

¹⁰⁵ Archer.

¹⁰⁶ Maxwell, 88.

it difficult to take any repose or calm refreshment, so magnetic is the air. . . The atmosphere, as at the time of our visit, was damp coal smoke, chilly and dirty.”¹⁰⁷

In 1851, George Crawford, Henry Clark and other upper-class businessmen from Cincinnati desired to build rural estates that were safe and easy to access from the city, but outside of the city’s bustling industrial district. Glendale was chosen for its location on the railroad line that was under construction between Cincinnati and Hamilton.¹⁰⁸ Thirty men formed an association that bought 600 acres. Two hundred acres of this purchase was divided into lots ranging from one to twenty acres by Robert C. Phillips, an engineer from Cincinnati. The profit from the lots sold was to be invested in public improvements such as a hotel, roads and a lake in order to encourage other desirable persons to move to Glendale. The hotel was the first public improvement. It later became the Glendale Female College in 1854.¹⁰⁹ The original hotel was built so that prospective residents could stay in Glendale while their estate was being constructed. The College served as a finishing school to cultivate girls’ love for the world of art and nature. It was surrounded by gardens, groves of trees, walks and beautiful natural scenery.

An advertisement in the *Daily Cincinnati Gazette* in 1851, boasts about the romantic objectives of Glendale’s founders, the suburb’s beautiful location and the various sizes of available lots. The advertisement also outlines the purchaser’s terms which required the purchaser to pay one-third in cash up front and the balance in three years with six percent interest payable when the note matures. The buyers also were required to erect tasteful dwellings that cost no less than \$1,500. Finally, the advertisement stated that, “no doubt that we will soon be a charming

¹⁰⁷ Buckley, 4; Frederick Law Olmsted, *A Journey through Texas* (New York: Dix, Edwards, 1857; reprint, Austin: University of Texas, 1978).

¹⁰⁸ Maxwell, 76.; Glendale Heritage Preservation, *Glendale's Heritage* (Glendale, OH: Glendale Heritage Preservation, 1976), 11.

¹⁰⁹ Maxwell, 77, 79.; Preservation, 11.

village.”¹¹⁰ The suburb of Glendale was attractive to Cincinnati businessmen and grew quickly. It incorporated in May 1855.¹¹¹

At that time, Glendale was located fifteen miles from Cincinnati by rail and eleven miles by the Carthage Turnpike. The fact that the suburb was not easily accessible by personal transportation was seen as an advantage because “it saves its inhabitants from visitors that would otherwise, on the Sabbath, as well as at other times, swarm in their streets, and build up beer and wine gardens that would rob them of their quiet, and soon convert Glendale into quite another community.”¹¹² Irvington’s co-founder, Sylvester Johnson, was impressed by Glendale’s lack of alcohol. By 1870, Glendale was easily accessible for Cincinnati businessmen because trains stopped in Glendale seven times each day. It took a mere forty-five minutes to reach Cincinnati by train and the railroad had a special car specifically designated for Glendale passengers.¹¹³

¹¹⁰ Buckley, 10-11.

¹¹¹ Angeline Loveland Faran, ed. *Glendale Ohio 1855-1915* (Cincinnati: McDonald Printing Company, Inc., 1955), 12.

¹¹² Maxwell, 96.

¹¹³ *Ibid.*, 97, 98.



Figure 13: Titus map of Glendale, Ohio, 1869. Source: www.glendaleohio.org.

Glendale was a village with its commercial center designed around the railroad depot. Its parks and public buildings were strategically placed throughout the neighborhood while curvilinear streets followed the topography and residential estates filled the remaining spaces. Glendale's most distinguishable romantic landscape feature was its winding streets and the streets had the largest influence on Johnson's plan for Irvington. At the age of ninety, Johnson said, "Mr. Julian and I went to see Glendale. . . The meandering streets of that place impressed us and we adopted that style of thoroughfare for Irvington."¹¹⁴

¹¹⁴ "Sylvester Johnson, Pioneer of City, Dies," *Indianapolis News*, February 5, 1915.

Glendale's streets are designed as simple curves. There are no compound curves present in Glendale, which is replicated in Irvington. Simple curves are created by a segment or arc of a circle, containing one radius. Compound curves are created with multiple simple curves in the same direction joined together. Therefore, compound curves have many radius lengths.

The simple curves of Glendale create odd intersections and irregular shaped lots, but provide graceful views throughout the town.¹¹⁵ Most of

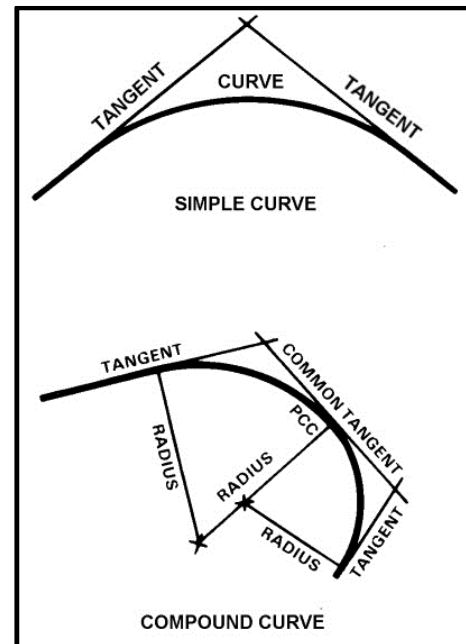


Figure 14: Curve types.

Glendale's roads are sixty feet wide and were gravel until the 1930s.¹¹⁶ Further connecting the landscape to the rural landscape, many streets names express a botanical theme such as Ivy, Magnolia, Willow, Wood, Arbor Place, Laurel, Myrtle and Pine. The streets were originally lit with coal lamps which have been restored and converted to a natural gas fuel source.¹¹⁷ Sidewalks were merely paths along most streets which were lined with shade trees such as sugar maple, oak and ash.¹¹⁸

Today, many large shade trees still exist throughout the community. The original street plan remains almost entirely intact with only a few modifications. The roads are paved with asphalt and some brick gutters are extant.

¹¹⁵ Buckley, 17; Maxwell, 78.

¹¹⁶ Maxwell, 78.

¹¹⁷ Faran, ed., 7.

¹¹⁸ Buckley, 38.



Figure 15: Typical street scene and landscape in Glendale, Ohio. Photo taken January 2012.

Beyond Glendale's curvilinear streets, its three centrally located public parks and green space speak to its romantic landscape design. These three parks are described as naturally handsome¹¹⁹ are encircled by roadways, contain footpaths for pedestrians, and were originally lined with fences,¹²⁰ just as estates were fenced in for fear that stray animals would destroy the fine lawns or flower and vegetable gardens.¹²¹

Floral Place Park is the largest park and is in the process of being restored to its original wooded grove appearance. Arbor Place Park and Fountain Park were originally open lawn spaces,

¹¹⁹ Maxwell, 79.

¹²⁰ Ibid., 79.

¹²¹ Preservation, 12.

and Fountain Park may have also contained a fountain. Arbor Place Park has the original water tower as well as the fire station.

In 1870, Maxwell stated, “Glendale, however, needs no park. Forest trees shade the village; shrubbery is even too abundant; flowers everywhere regal the senses and avenues meander through the quiet grounds. It is indeed, a park itself, needing few additional attractions.”¹²² Additionally, two brooks flowed through the town. One was dammed to create a lake to supply water for the steam engines. The lake has since been drained and that space is currently being used as another park.

In 1870, Glendale’s lots were described as being one and one-half to more than six acres in size. The landscapes consisted of: “fine lawns, beautiful surroundings, ample grounds, pleasant surroundings, profusion of shrubbery and flowers, ample approaches, clean kept walks, plenty of fruit trees shrubbery, orchards, well-kept gravel drives.”¹²³ Many early homes were in the Greek Revival style¹²⁴ and fit Andrew Jackson Downing’s description of a country house as a villa or mansion where the detached house represented the city in the rural landscape.¹²⁵

Homes had barns and carriage houses to facilitate the agricultural workings of the estate creating a self-sufficient entity.¹²⁶ Each estate supplied all the vegetables necessary for their own family and raised some livestock. “Each household was to be a self-contained unit so each place had to be large enough to raise food to feed the entire family for a year.”¹²⁷ Many fruit trees and grapevines were planted on the estates.. In the northwestern part of Glendale, a number of small

¹²² Maxwell, 79.

¹²³ Ibid., 83-95.

¹²⁴ Buckley, 49.

¹²⁵ Preservation, 12.

¹²⁶ Ibid., 13.

¹²⁷ Faran, ed., 5.

homes were built to house the villages' laborers.¹²⁸ These lots were much smaller and planned in a rectilinear grid.

Furthermore, Buckley describes how Glendale's lots and homes have changed,

"The lot sizes have shrunk over the years as individual residents have sold off parts of their land. Virginia Galbraith, a lifetime resident of Glendale, recounts that automobiles became increasingly popular, people saw less need for the carriage house and / or barn on the back of their property. They often sold off that portion of the property all together, as the new automobile garages were near the front of the house. The back property was then built upon, usually with smaller, more closely spaced houses. This building pattern is apparent on Woodbine Avenue which today has many such 'back property' houses on the land which originally belonged to homes on Ivy Avenue. The majority of these homes 'back property' are built in the 1930s in a Craftsman/Bungalow Style."¹²⁹

Many of the original homes remain and represent Glendale's character. However, its landscape of self-sufficient estates is gone. Meanwhile, new homes continue to be built, including a handful in the Modern style.

Glendale's National Influence

Glendale's romantic design with its winding streets and lush landscaping was unprecedented in the United States. This begs the question: What influenced Glendale? The answer to this question remains unsolved. Many historians believe that Glendale replicates the form of Spring Grove Cemetery in Cincinnati, which was established in 1844. Glendale's founders and engineer were likely familiar with Spring Grove Cemetery, but there is no evidence that they were inspired by Spring Grove Cemetery. Any connection is speculation.

Other historians believe that Henry Clark, one of the Glendale's founders who was a druggist in London, England from 1815 to 1817, was impressed with London's suburbs.¹³⁰ However, I wonder how relevant this is because it seems doubtful that Clark would have been

¹²⁸ Maxwell, 95.

¹²⁹ Buckley, 12.

¹³⁰ Ibid., 21.

familiar with many picturesque landscapes in England. Regents Park is considered to be the first picturesque landscape and it was not started until 1811 and not completed until 1832. Regents Park would have only been started four years prior to Clark's arrival in London. Additionally, the transition from picturesque romantic parks to romantic suburbs did not happen in England until later in the 1820s.¹³¹

The third possibility is that Downing influenced Glendale's plan through his writings such as "Cottage Residences, Rural Architecture & Landscape Gardening" in 1841. Ten years later, Downing's ideas had percolated into the United States interior and likely influenced some dreamers. These writings may have influenced the founders of Glendale.

An 1851 article from the *Daily Cincinnati Gazette*, printed a month before Crawford and Clark bought their six hundred acres, described a new way of thinking about suburban planning. The article stated: "We notice country property. Instead of squaring all lots by the right angle, the ground is laid off according to its natural contour. The road is made to wind about in the natural depressions of the ground. Lots are laid off, in quantities suited to the natural advantages of the place, and to varying rises. The sites for building are thus advantageously placed with reference to the roads and the general beauty of the country is greatly enhanced . . . We regret to see our Walnut Hill, Mt. Auburn, Clifton, and other places, spoiled, by being cut up into narrow and straight streets, and small lots, when a subdivision according to the natural surface of the ground would more attractive and saleable."¹³²

I believe that Downing and the sentiment expressed in this article influenced Glendale over other theories for two reasons. First I find it difficult to believe that Glendale's founders would have had the knowledge or the where with all to apply the romantic landscape styles of

¹³¹ Archer: 141.

¹³² Buckley, 30; "City and Business Notices," *Daily Cincinnati Gazette*, March 6, 1851.

Spring Grove Cemetery or Regents Park to a suburban town landscape on their own. I believe that they would have had to learn how and why to do that from someone else such as Downing or the author of the 1851 article. Second, the curvature of the streets suggests that an amateur or an engineer laid out Glendale's streets based on theoretical ideas, not on physical precedent. Spring Grove Cemetery employs elaborate compound curves that are very much integrated with the natural topography and highly artistic, while Glendale has basic simple curves. If Glendale was based off of Spring Grove, I believe that Glendale would have displayed a higher degree of artistic landscape with regards to the street curvature.

Finally, Glendale was a village that was favored by and inspired Sylvester Johnson. As he was quoted in 1870,

The great advantage about Glendale is that it is a complete community. Too far removed from the city to depend upon it for general society or amusement, it becomes a society itself, bound together as well by common necessity and the intimate friendships that frequent intercourse fosters, as by common effort to supply the want of entertainment and amusement which absence from the city occasions. Again, society is not alone thus created and fostered, but finds, to some extent, a common cement in similar education and tastes. The inhabitants are generally intelligent and refined, and their influence is expended on such objects as promote the public good.¹³³

7.5.2 Llewellyn Park

Although Glendale developed in the 1850s, Llewellyn Park is often mistakenly considered to be the first American romantic suburb that attempted to merge the ideals of city and country. Llewellyn Park is located near West Orange, New Jersey, approximately fifteen miles west of Manhattan where the land has a lot of topography change. In 1853, Llewellyn Haskell

¹³³ Maxwell, 99.

purchased more than 400 acres of heavily wooded land to speculate into a suburban community, which later incorporated in 1858.¹³⁴

Llewellyn Park was located about the same distance away from New York as Glendale was from Cincinnati. Railroad tracks passed Llewellyn Park so Haskell could offer businessmen an easy train ride taking less than an hour to New York City to conduct their business while at the same time fulfill their desires for a pure and peaceful living environment.

Haskell hired Alexander Jackson Davis to design and implement his plan for the suburban community. Davis was one of the most influential American architects of that time and formed a partnership with Andrew Jackson Downing to do the illustrations of the Gothic Revival cottages in Downing's books. This partnership likely influenced Davis' design for the Llewellyn Park landscape which matches Downing's picturesque landscape principles.¹³⁵

¹³⁴ Tunnard: 184.

¹³⁵ Archer.

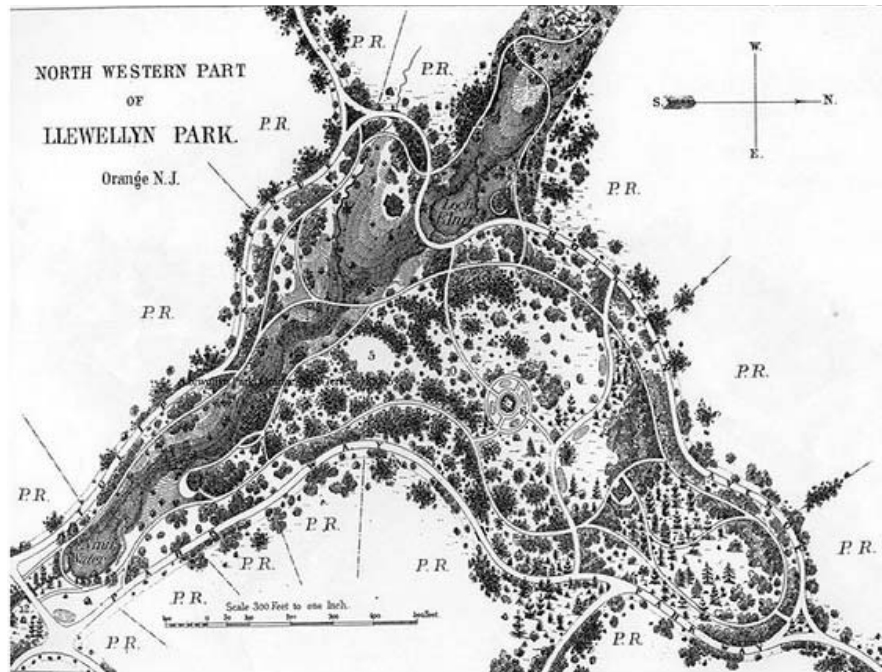


Figure 16: Plan for northwest part of Llewellyn Park, New Jersey.

Like Glendale, the streets in Llewellyn Park are curvilinear. It is important to note that Llewellyn Park's streets are compound curves and not simple curves like Glendale. This indicates that Llewellyn Park is designed directly from Downing's principles while Glendale was maybe not. Additionally, the streets of Llewellyn Park have botanical names such as Oak Bend and Park Way to reflect the natural qualities of the suburb.

More important than curvilinear streets is the large public green space in Llewellyn Park. The central fifty acres, called the Ramble, is a community park that contains streams and paths with rusticated bridges, statuary, arbors and other objects. The Ramble's design is picturesque and reflects many of the same qualities as Central Park in New York City that was being designed about the same time.¹³⁶ Furthermore, Llewellyn Park's large lots contributed to the natural

¹³⁶ Tunnard: 185.

qualities and picturesque landscape. Davis designed Gothic Revival homes to blend in with the landscape and followed Downing's philosophies.

It is doubtful that Llewellyn Park influenced the design Irvington. There is no direct connection between the people involved with the design of either suburb. Furthermore, Llewellyn Park has a much larger park, compound curved streets and Gothic Revival architecture. Irvington does not reflect these qualities.

7.5.3 Riverside

The most noted American romantic suburb is Riverside, Illinois. It was designed by Frederick Law Olmsted and Calvert Vaux in 1869, just one year before Irvington. Olmsted was not only interested in large urban parks like Central Park in New York City, but also turned to community planning in his efforts to improve society through designed landscapes.¹³⁷ Olmsted wanted to provide all the conveniences of urban living in the country such as gas lights, sewers, and all-weather roads.¹³⁸

¹³⁷ Victoria Post Ranney, "Frederick Law Olmsted: Designing for Democracy in the Midwest," in *Midwestern Landscape Architecture*, ed. William H. Tishler (Chicago: University of Illinois Press, 2000), 42.

¹³⁸ *Ibid.*, 44.

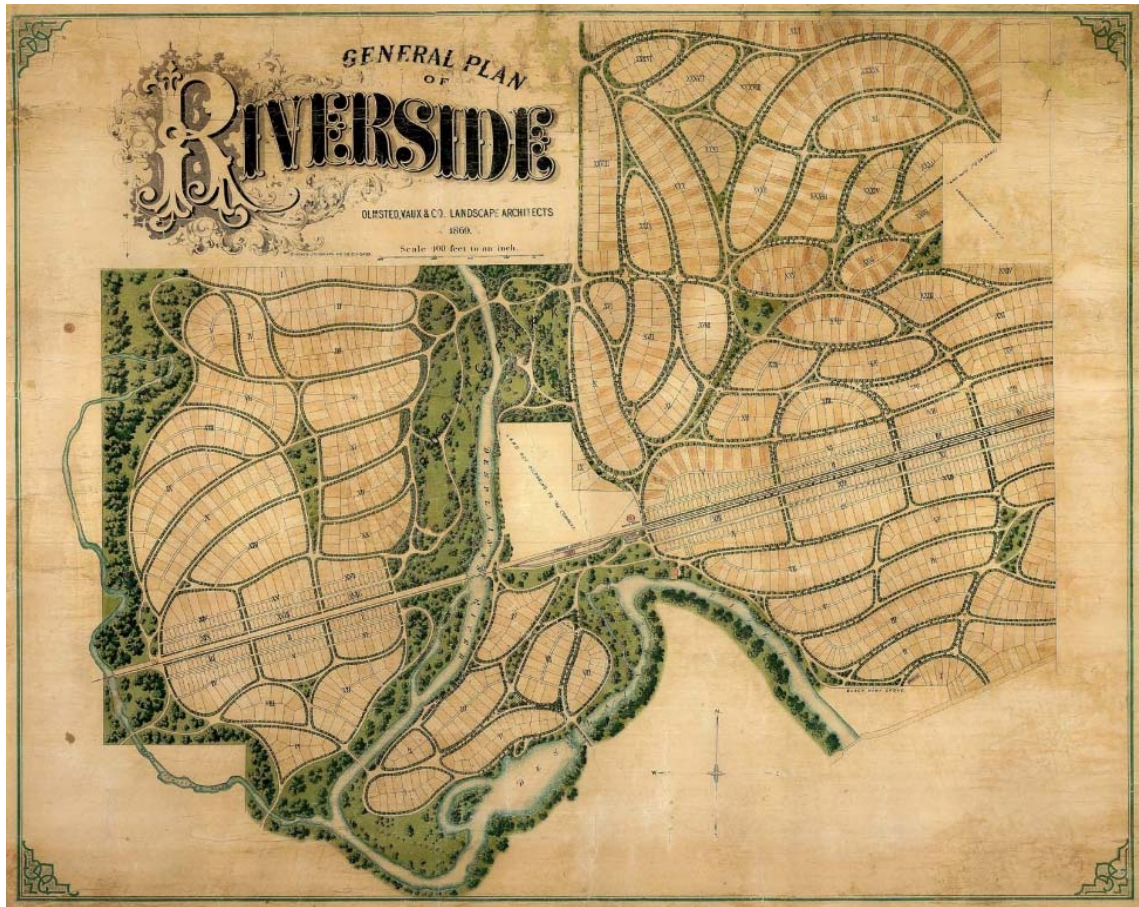


Figure 17: *General Plan of Riverside* by Olmsted, 1969. Source: www.Olmstedsociety.org

He chose to base Riverside on the doctrines of the large picturesque urban park rather than rural cemeteries, or Downing and Davis' ideas developed in Llewellyn Park.¹³⁹ According to a history written in 1874, Olmsted chose the public park style landscape for Riverside because it was the leading idea of the time for laying out suburbs. Therefore, everything was designed to look like a public park that contained residences.¹⁴⁰ Riverside was an escape from the City of Chicago where the "intelligent and more fortunate classes"¹⁴¹ could find domestic tranquility that

¹³⁹ Archer.

¹⁴⁰ Everett Chamberlin, *Chicago and Its Suburbs* (Chicago: T. A. Hungerford & Co., 1874), 415-416.

¹⁴¹ Newton, 465.

fostered healthful living.¹⁴² It is said that the suburb was already beautiful before Olmsted “improved nature.”¹⁴³

Similar to other many romantic suburbs, Olmsted took advantage of Riverside’s natural landscape, locating roadways and parks within the natural topography which required less grading than a gridded pattern and provided for uninterrupted and naturalistic views of the landscape.¹⁴⁴ Like Llewellyn Park, these roads are compound curves, which indicate a high artistic approach to their layout, as opposed to Glendale’s regular curves, which indicate a basic engineered solution. In describing the roadways Olmsted stated,

In the highways, celerity will be of less importance than comfort and convenience of movement, and as the ordinary directness of line in town-streets, with its resultant regularity of plan, would suggest eagerness to press forward, without looking to the right hand or the left, we should recommend the general adoption, in the design of your roads, of gracefully-curved lines, generous spaces, and the absence of sharp corners, the idea being to suggest and imply leisure, contemplativeness and happy tranquility.¹⁴⁵

Overall, Riverside is touted for its innovative use of parks and green space in a way that resembles a large romantic urban park. Olmsted primarily implemented the pastoral style, but used the picturesque style in a way that retained much of the natural environment along the Des Plaines River where the land was more rugged and wild. Olmsted articulated the landscape through grouped plantings to differentiate the open meadows, screen views and define the smaller parks throughout the suburb. The most dramatic landscape feature is the Long Common which is long green meadow.¹⁴⁶

¹⁴² Cairns, "The Paradox of Riverside: Prototype of Future Suburbs or Zenith of American Romantic Landscape Design," 29.

¹⁴³ Chamberlin, 415-416.

¹⁴⁴ Cairns, "The Paradox of Riverside: Prototype of Future Suburbs or Zenith of American Romantic Landscape Design," 28-29.

¹⁴⁵ Newton, 467.

¹⁴⁶ Cairns, "The Paradox of Riverside: Prototype of Future Suburbs or Zenith of American Romantic Landscape Design," 28-29.

Like Glendale and Llewellyn Park, Riverside's lots were also large. However, Malcolm Cairns explains that they did not need to be large because residential properties could borrow landscape views of the adjacent community green spaces.¹⁴⁷ Olmsted was not interested in controlling architectural style of homes. Rather, his interest was in creating an expanse of nature. Nature would be in the overriding "image" and that image would be capable of absorbing the architecture.¹⁴⁸ However, Vaux designed romantic architecture in the Gothic Revival Style to complement the landscape of Riverside, similar to the way that Davis designed homes in this same style for Llewellyn Park.

The Great Chicago Fire of 1871 took resources away from Riverside and the suburb was not able to achieve all of Olmsted's intentions. Over the years, gridded plats developed around the suburb so that it remains distinctive. Today, Riverside retains many of its landscape features. It "appears and functions in many ways as historically intended."¹⁴⁹

7.6 INDIANAPOLIS LANDSCAPE

7.6.1 Settlement

The original plan of 1821 for Indianapolis by Alexander Ralston was a very formal and symmetrical one-mile square. It was a grid of streets with four radiating avenues. It was based on plans from the Renaissance and Baroque periods. By the 1850s, most of Ralston's plan was developed. As the city grew beyond the one mile square, it continued the gridded street pattern with small lots near the streetcar lines.¹⁵⁰

¹⁴⁷ Ibid., 28-29.

¹⁴⁸ Cairns and Kesler, "Protecting a Prototype: Guidelines for Riverside, Illinois."

¹⁴⁹ Ibid., 100.

¹⁵⁰ O'Day, "Brendonwood: The Legacy of George E. Kessler Upon the Indianapolis Landscape", 36.

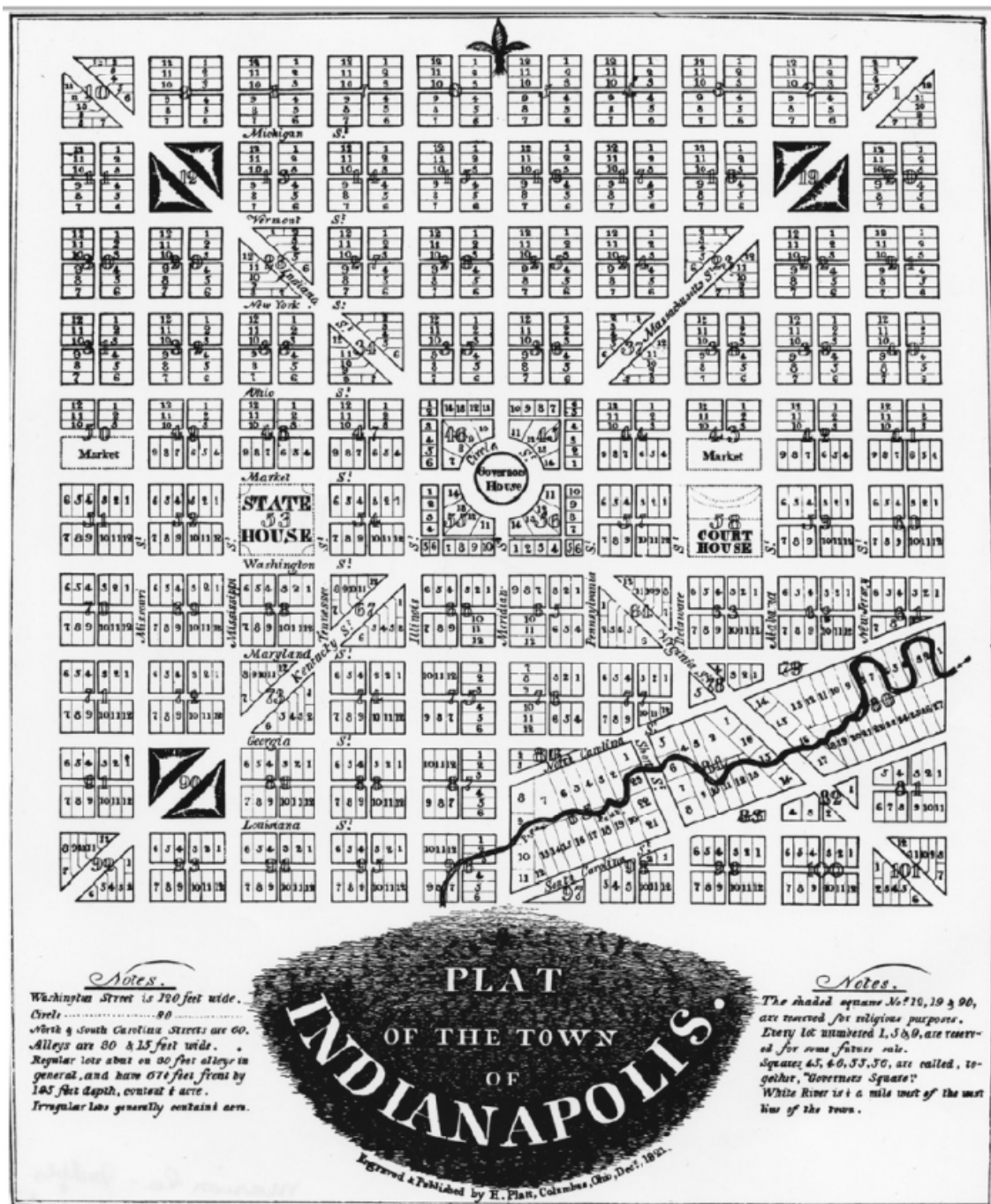


Figure 18: Plat of Indianapolis by Alexander Ralston, 1821.

7.6.2 Growth and Transportation

During the middle of the nineteenth century, Indianapolis was growing in population and was experiencing increased industrial production. The first railroad arrived in Indianapolis in 1847.¹⁵¹ Railroad transport encouraged the spread of industrial development, while the street railway system encouraged the spread of housing to the outer ring. Street railway systems began running in Indianapolis in 1864 and continued through 1953.¹⁵² On June 4, 1861, an act approved by the Indiana State Legislature provided for the incorporation of street railroad companies within towns or cities. A later act was approved March 6, 1865, that extended the provisions outside the city limits and encouraged the development of independent villages or suburbs.¹⁵³

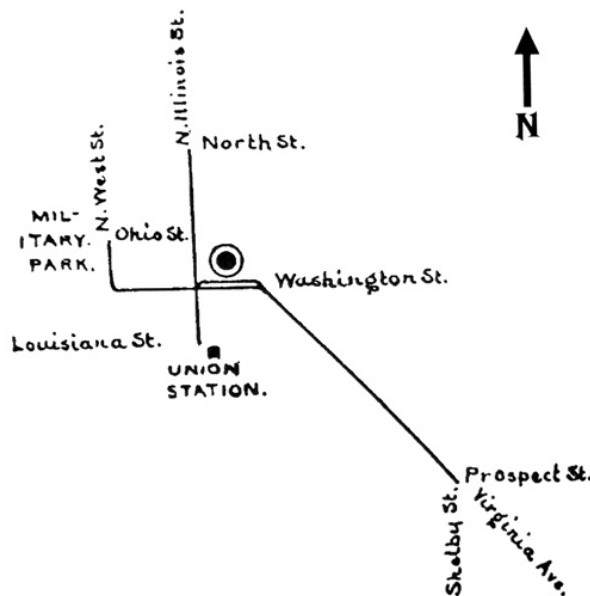


Figure 19: Citizens Street Railroad lines, 1864.¹⁵⁴

Railroads connected the city with other industrial centers such as Cincinnati and Chicago. In fact, so much rail traffic was coming in and going out that the Indianapolis consolidated the

¹⁵¹ Marlette, v.

¹⁵² Ibid., i.

¹⁵³ Ibid., 1.

¹⁵⁴ Ibid., 3.

rail traffic into the Belt Line Railroad in 1878. Factories were being constructed near the White River and along the railroad tracks at the south and east ends of town, causing an increase in smoke, noise and other pollution. In addition, immigrants were moving in to work in the factories. Indianapolis was unable to grow westward because of the White River and canal so the working-class settled in neighborhoods near the factories and railroad tracks in the south and east parts of the city, while the upper-class settled on the north side of Indianapolis.¹⁵⁵

¹⁵⁵ Lamont J. Hulse, "Neighborhoods and Communities," in *The Encyclopedia of Indianapolis*, ed. D.J. Bodenhamer, R.G. Barrows, and D.G. Vanderstel (Indianapolis: Indiana University Press, 1994), 134-135.

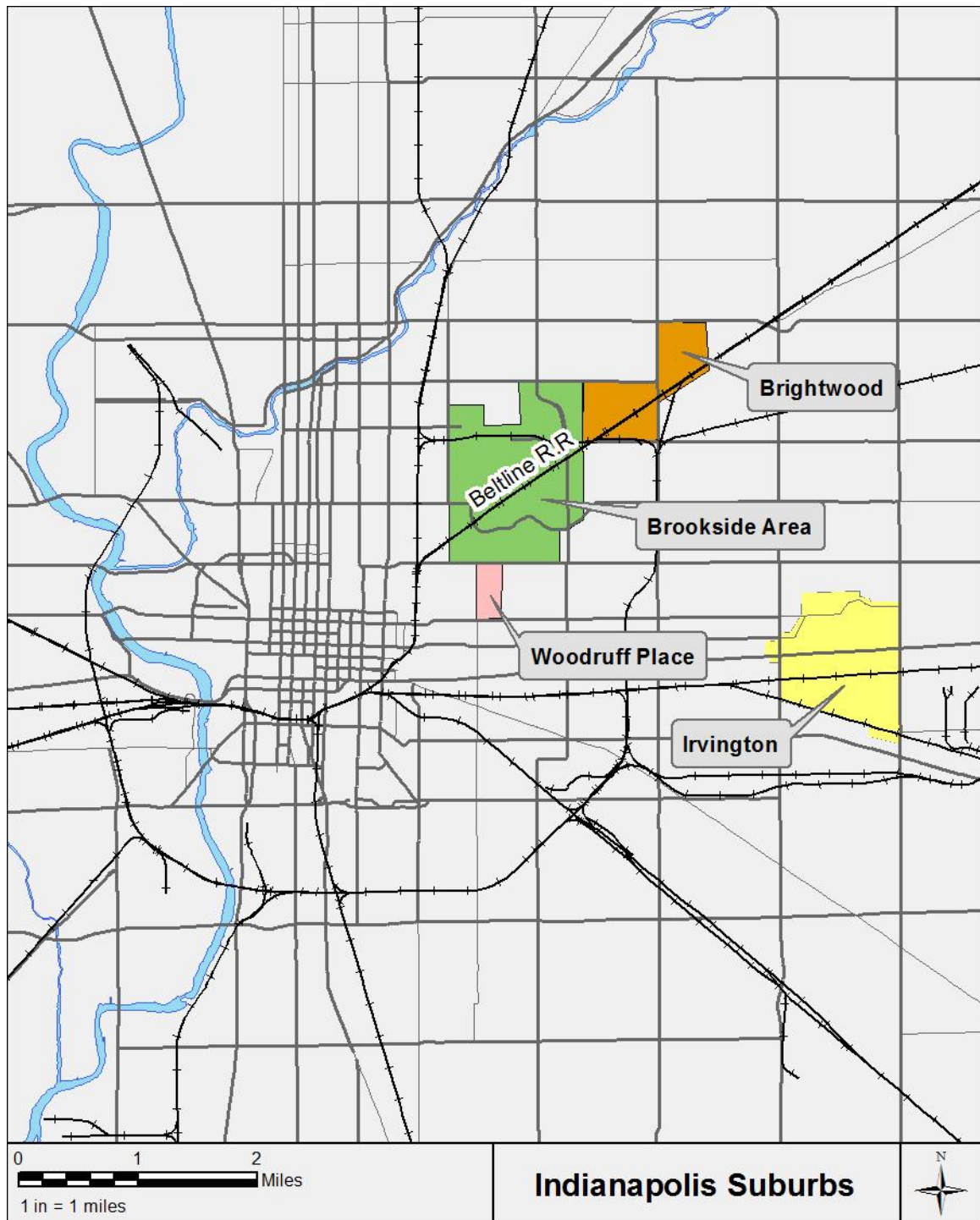


Figure 20: Suburbs of Indianapolis evaluated in this report.

7.6.3 Suburbs

By 1870, Indianapolis had a population over 36,500. This number increased to 128,000 by 1890, which made Indianapolis the largest city in Indiana as it surpassed cities like Evansville.¹⁵⁶ It was the boom times of the early 1870s when residential suburban areas first developed. The Citizens Street Railroad planned many extensions in the early 1870s. Some of these suburbs, such as Irvington, Brightwood and Woodruff Place formed outside of the Indianapolis city limits. Others such as Brookside formed inside the city limits. Most of these were strictly residential or residential and industrial areas, except Irvington. Irvington was intended to be an independent town with residential and commercial areas. All these suburbs developed according to social status. Suburbs were built for the working-class, the middle-class and the elite.

The suburbs of Indianapolis were located according to mode and ease of transportation. Irvington was designed for the middle-class. It was the first suburb to develop and the furthest outside of the city. Irvington was affordable for the middle-class because it was so far outside of the city and relied solely on steam rail traffic at the beginning. Brookside was developed for the upper middle class about the same time as Irvington, but it failed to achieve the same success as Irvington. Brightwood was the third suburb to develop. It formed along the Belt Line Railroad to house the workers for the manufacturing companies located there. Woodruff Place was the last and most prestigious suburb to develop in the early 1870s. Woodruff Place was designed to be an upper-class residential park near downtown Indianapolis.

¹⁵⁶ Hyman, ed., 134.

Brookside

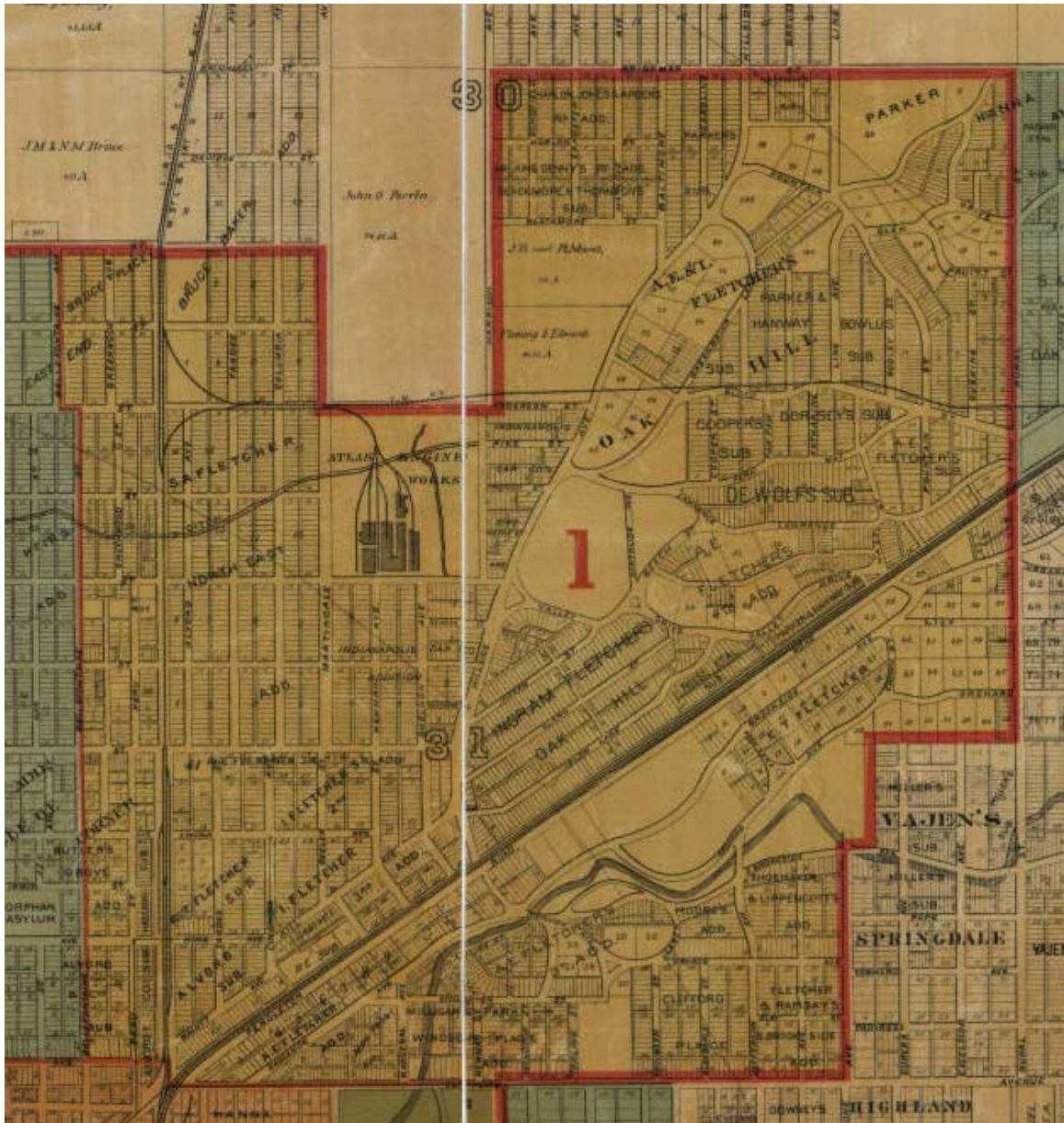


Figure 21: Brookside area, circa 1889.¹⁵⁷

Brookside was designed by Horace Cleveland in 1872. During the 1870s, Cleveland and his partner, Alexander French, worked in Indianapolis. Cleveland was educated in engineering

¹⁵⁷ H.C. Carpenter, "Map of the City of Indianapolis and Its Suburbs," (Indianapolis: Baker & Randolph, 1889).

and agriculture and worked one year for Olmstead before establishing an office in Chicago during 1869. Cleveland and French designed many romantic suburbs around the Midwest, particularly Chicago.¹⁵⁸ Brookside is characterized by its curvilinear street plan that is integrated into its topography near Pogue's Run.¹⁵⁹ Brookside was developed by the Fletcher family.¹⁶⁰ The Fletchers were an influential family in Indianapolis. They were involved with government, banking and real estate. The Brookside area was heavily settled by German immigrants and replaced by the Irish working-class in the 1880s.¹⁶¹

¹⁵⁸ Theodore Kimball Hubbard, "H.W.S. Cleveland, an American Pioneer in Landscape Architecture and City Planning," *Landscape Architecture* 20, no. (1930): 94-96.

¹⁵⁹ O'Day, "Brendonwood: The Legacy of George E. Kessler Upon the Indianapolis Landscape", 38.

¹⁶⁰ Hubbard: 99.

¹⁶¹ William D. Dalton, "Highland-Brookside," in *The Encyclopedia of Indianapolis*, ed. D.J. Bodenhamer, R.G. Barrows, and D.G. Vanderstel (Indianapolis: Indiana University Press, 1994), 680.

Brightwood

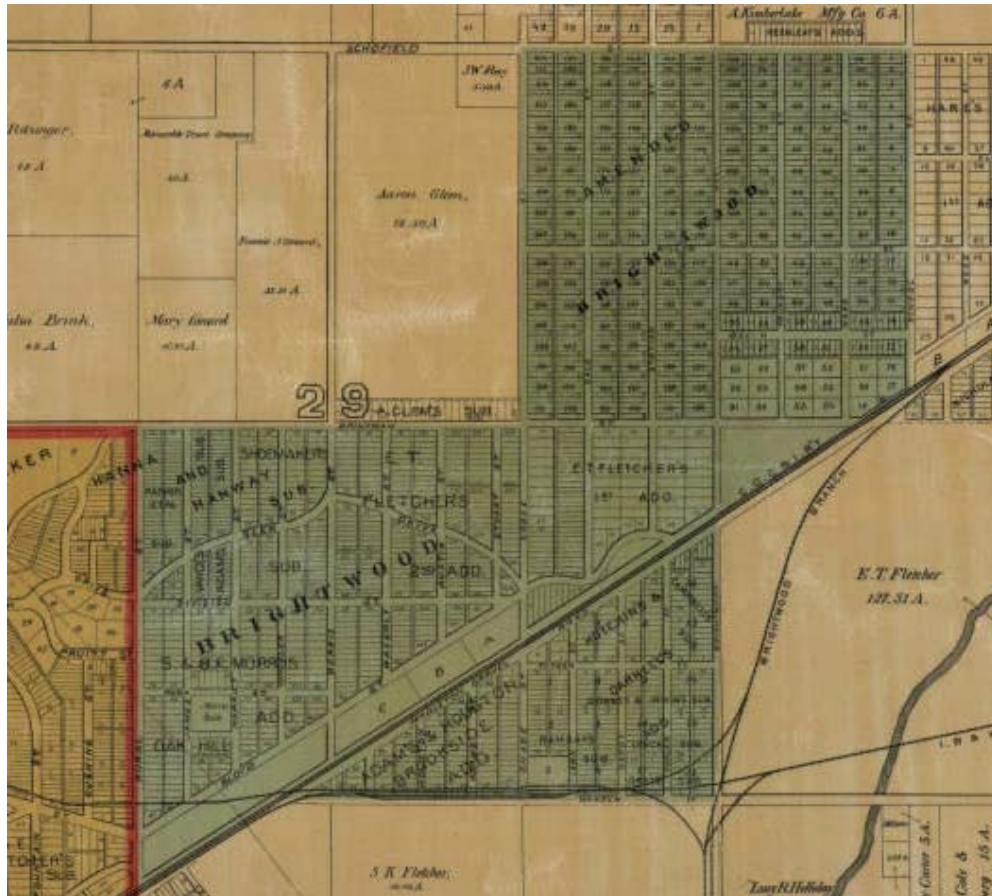


Figure 22: Brightwood, circa 1889.¹⁶²

The consolidation of the railroads in a beltline around the south and east sides of Indianapolis in the 1870s encouraged the industrial development of Brightwood.¹⁶³ Brightwood was originally platted on September 17, 1872, on the Cleveland, Columbus, Cincinnati & Indianapolis (CCC&I) Railroad line by William Wiles and Daniel Wiles, C. A. Greenleaf and John Mothershead. Mr. Greenleaf manufactured railroad turntables and other machinery through his company Greenleaf Manufacturing Company. He helped design Brightwood as a town to

¹⁶² Carpenter.

¹⁶³ Hulse.

house and improve the living situations for the company's laborers.¹⁶⁴ Brightwood did not offer public amenities and the small lots were approximately 150 feet by 200 feet in size and were sold to the workers for \$1,000.¹⁶⁵

Besides the working-class, some wealthy individuals also owned property in Brightwood, but only a few of these individuals actually lived there. The panic of 1873 drove the company to bankruptcy and the town never flourished as intended.¹⁶⁶ However, it did grow in popularity among the working-class. On May 27, 1874, an amended plat was filed to include Elijah Fletcher's First Addition and Brightwood was finally incorporated in May 1876.¹⁶⁷ Brightwood built its own waterworks and became the largest suburban town in 1880 with 679 residents. Indianapolis annexed Brightwood on March 15, 1897, with a debt of \$18,000 in waterworks bonds.¹⁶⁸

Woodruff Place

In contrast to the working-class suburbs, Woodruff Place was designed as an upper-class residential park to attract the elite of Indianapolis. James Woodruff, a civil engineer from Auburn, New York, moved to Indianapolis in 1870, to

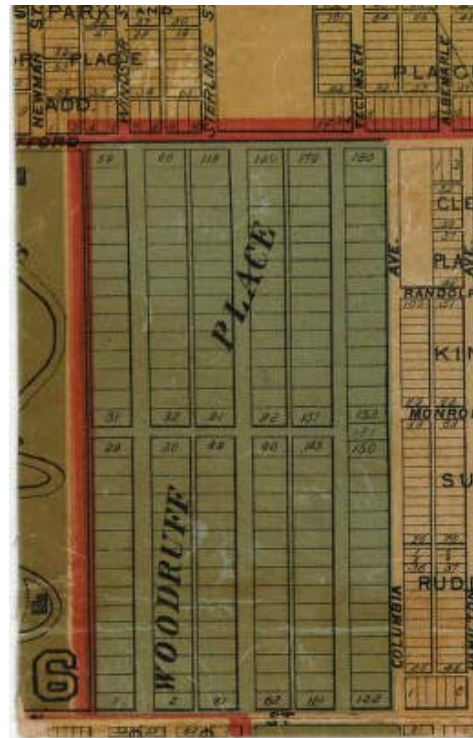


Figure 23: Woodruff Place, circa 1889.

¹⁶⁴ Sehr: 310-312.; Dunn, 437.

¹⁶⁵ Sehr: 320-323.

¹⁶⁶ Ibid., 310-313.

¹⁶⁷ Dunn, 438.

¹⁶⁸ Ibid., 439.

construct the city's waterworks. He purchased nearly eighty acres for about \$220,000. He went bankrupt in 1875 and moved out of Woodruff Place in 1877, but, his plans were fulfilled by his followers.¹⁶⁹ Woodruff designed his suburb with gridded streets based on the formality of European garden landscapes and platted small lots, approximately 80 feet by 170 feet, which sold for \$6,500 each.¹⁷⁰ James Woodruff registered the original plan on October 2, 1872.¹⁷¹

Like Glendale and Irvington, Woodruff Place was intended to be a self-regulated and contained community. Woodruff made provisions to have a common fence encircling the suburb and central grassed plots with flower beds, fountains, and iron statuary to create the park-like setting.¹⁷² The buyers of lots in Woodruff Place also signed a covenant that bound them to community and beauty standards of the subdivision. Woodruff Place had stringent building codes and restricted interior fencing near the streets to maintain the open views,¹⁷³ much like modern day suburbs. Woodruff Place was incorporated on August 8, 1876.¹⁷⁴ The affluent suburb was built up with many grand Queen Anne style homes of the Victorian era.

Even though Woodruff Place declined in stature after World War I and during the Great Depression, it maintained its independence from Indianapolis because it feared the city would remove its park-like features. The suburb constantly made deals with the City of Indianapolis and paid fees for services like fire protection and tuition so that children could attend Indianapolis Public Schools.¹⁷⁵ Woodruff Place was eventually annexed by the City of Indianapolis in 1962 for reasons of fire and police protection costs. The suburb was listed on the National Register of

¹⁶⁹ Sehr: 313-314.

¹⁷⁰ Ibid., 323.

¹⁷¹ Dunn, 439.

¹⁷² Ibid., 439.

¹⁷³ Sehr: 323.

¹⁷⁴ Dunn, 439.

¹⁷⁵ Ibid., 439.

Historic Places in 1972 and became a local historic district of Indianapolis in 2001. Today, Woodruff Place is proud of its landscape features and thoroughly maintains them.

7.6.4 Parks

Parks, green space and open space play an important role in the landscape of Indianapolis and contribute to the historic and cultural landscape of Irvington. During the second half of the nineteenth century, Indianapolis was not interested in developing large urban parks like Central Park in New York City. Calvin Fletcher was a prominent attorney, legislator, banker, real estate developer and abolitionist in Indianapolis. His farm became the current-day Fletcher Place neighborhood and his family was involved in the Brookside and Brightwood subdivisions that were previously discussed. The city declined a donation of thirty acres as a memorial to Calvin Fletcher upon his death, stating that it would be too expensive to maintain and that the city had enough small parks and squares.¹⁷⁶

In the early 1890s, the public began to advocate for an improved park system, along with better streets, sewers and other improved public amenities to combat the ills of the rapidly growing city. The City's parks were established piecemeal and without a real plan. The largest of these parks was Garfield Park. Other parks included Military Park, University Park, Brookside Park and other squares.¹⁷⁷ As will be discussed later, Ellenberger Woods was used as a park during this time, but was not owned by the City of Indianapolis.

During the 1890s, Indianapolis initiated public park development, along with many cities throughout the United States in order to create healthy environments for the growing population. The city's first park law was adopted in 1895 and established the Board of Park Commissioners.

¹⁷⁶ O'Day, "George Edward Kessler and the Indianapolis Park System : A Study of Its Historical Development During the City Beautiful Era, 1895-1915", 43-44.

¹⁷⁷ Ibid., 43-46.

That same year the Department of Public Parks was established.¹⁷⁸ In 1895, Indianapolis finally moved into the parks era, joining other great cities in the east that followed the advice of Andrew Jackson Downing, Calvert Vaux and Fredrick Law Olmsted.¹⁷⁹

Indianapolis hired Joseph Earnshaw in 1894, and John Charles, stepson of Frederick Law Olmsted Sr., of the Olmsted firm in 1895, to design a park system.¹⁸⁰ Neither plan came to fruition as in 1897 the State Courts found the Park Law unconstitutional in 1897 and invalidated the Park Board. The Board of Public Works took over the work with the Bureau of Parks until 1899 when a new Park Law was passed. The city had difficulty acquiring land because the market rates had increased. Furthermore, everyone was pushing for a park on their side of town so public opposition was high and the Indianapolis had little finances to implement 1895 plan of the Olmsted firm.¹⁸¹

Under the direction of J. Clyde Power, who served as the city's Park Director from 1895 to 1906, the city continued to acquire land, but not according to Olmsted's plan or any real plan. In 1897, the city had 122 acres of park land and by 1907, they owned 1,199 acres. Most of the land was acquired between 1897 and 1903 with over 1,000 of these acres being acquired in 1898.¹⁸²

During the early years of the twentieth century, planners suggested that parks be built cities across the United States, such as New York, Boston, Chicago and Minneapolis.¹⁸³ In Indianapolis, Clyde Power successfully acquired park land and increased the city's tax base by

¹⁷⁸ Ibid., 42, 47-49.

¹⁷⁹ Ibid., 48.

¹⁸⁰ Ibid., 47-52.

¹⁸¹ Ibid., 57-58, 65.

¹⁸² Ibid., 68, 70, 130.

¹⁸³ Newton, 623-626.

raising property values that were adjacent to park land, but he failed to implement a comprehensive plan for the Indianapolis Board of Park Commissioners.¹⁸⁴

In 1907, the Indianapolis Board of Park Commissioners hired George Edward Kessler as the city's Landscape Architect to develop a comprehensive plan when the city possessed 1,217 acres of park land.¹⁸⁵ Kessler was a landscape architect and civil engineer who produced city planning projects in cities throughout the United States.¹⁸⁶ His expertise provided cities the means to create holistic and connected park systems.¹⁸⁷ "Kessler's life and work embodies the spirit of the American Renaissance. His image of the City Beautiful combined European influences with the American landscape in a unique blend of Old and New World qualities."¹⁸⁸

Kessler advocated for large-scale park systems for the entire city which consisted of small parks and large parks connected by boulevards.¹⁸⁹ Kessler's ideas were in line with the popular City Beautiful movement at the time. The City Beautiful was exerting its ideas out beyond the city centers by encouraging infrastructure to support both urban and suburban growth. It called for a network systems of parks, playgrounds, boulevards, and parkways.¹⁹⁰

Through Kessler's planning efforts, he hoped to "create adequate recreational grounds, relieve unsightly conditions, preserve natural scenery and connect parks and parkways."¹⁹¹

¹⁸⁴ O'Day, "George Edward Kessler and the Indianapolis Park System : A Study of Its Historical Development During the City Beautiful Era, 1895-1915", 77.

¹⁸⁵ Ibid., 80-81.

¹⁸⁶ Ibid., 30.

¹⁸⁷ Ibid., 81.

¹⁸⁸ Kurt Culbertson, "George Edward Kessler: Landscape Architect of the American Renaissance," in *Midwestern Landscape Architecture*, ed. William H. Tishler (Chicago: University of Illinois Press, 2000), 99.

¹⁸⁹ Ibid., 103; O'Day, "George Edward Kessler and the Indianapolis Park System : A Study of Its Historical Development During the City Beautiful Era, 1895-1915", 30.

¹⁹⁰ Ames, McClelland, and Places, 31.

¹⁹¹ O'Day, "George Edward Kessler and the Indianapolis Park System : A Study of Its Historical Development During the City Beautiful Era, 1895-1915", 34.

Furthermore, Kessler believed that parks would increase adjacent real estate values,¹⁹² which Indianapolis already realized under the direction of Powers. According to James O'Day, Kessler utilized a formula for designing park systems to "a) bring within easy reach open air spaces for rest and recreation; b) form a pleasant and attractive means of communication from one part of the community to the other; c) and encourage the building up and tying together of isolated districts."¹⁹³

Kessler notes in his report, "...[Y]our city has greatly lacked in continuity of purpose, but has been subject largely to the whims or enthusiastic efforts...of each succeeding administration. . . lacking that sequence from one administration to the next which is necessary to the proper accomplishment of any large or connected city work."¹⁹⁴ In 1909, Kessler prepared the Indianapolis Park and Boulevard Plan that would create an "exceedingly beautiful chain of parks."¹⁹⁵

¹⁹² Ibid., 20.

¹⁹³ Ibid., 89.

¹⁹⁴ Ibid., 82.

¹⁹⁵ Ibid., 119.

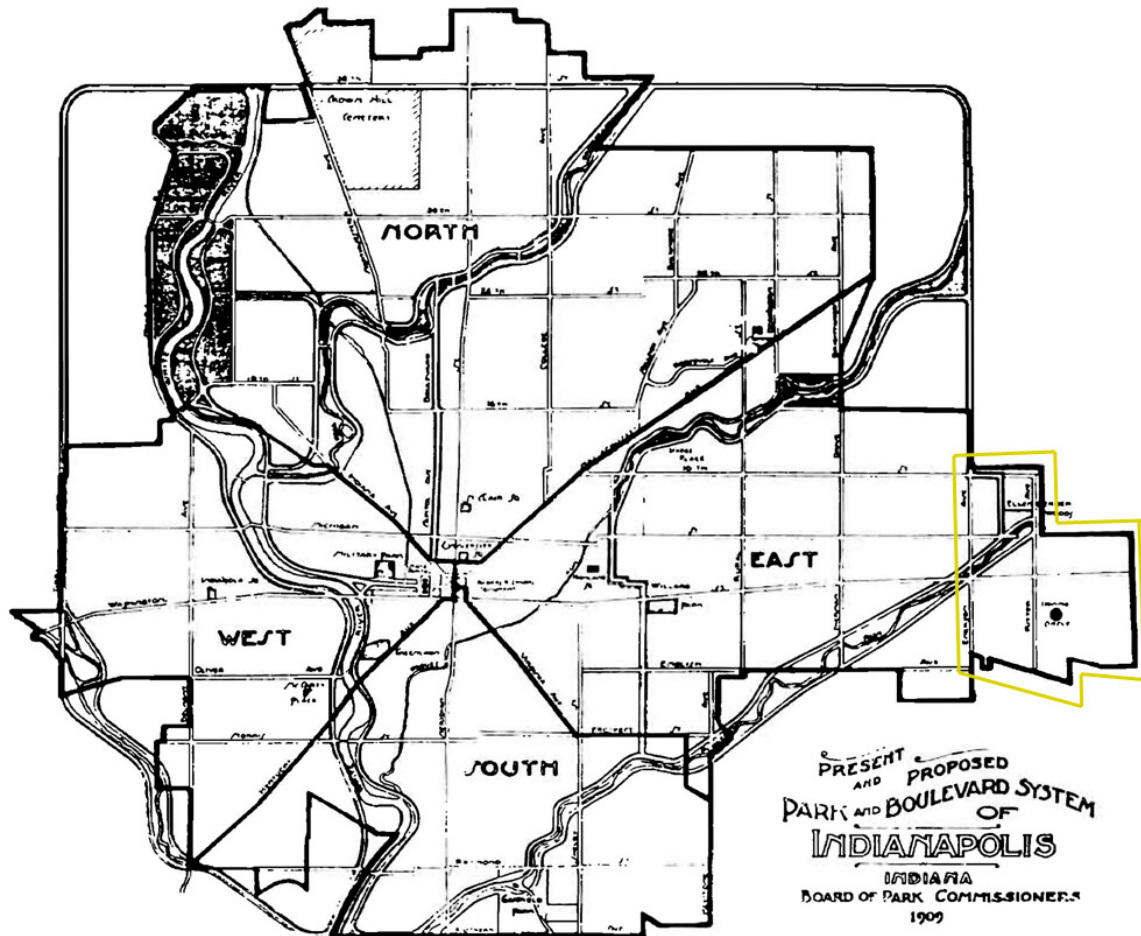


Figure 24: Plan for the Park and Boulevard System of Indianapolis by George Kessler, 1909. Irvington is highlighted in yellow.¹⁹⁶

Kessler wanted to preserve natural beauty, provide for recreational needs, create flood protection and facilitate traffic flow so he designed a series of parkways that would connect the parks throughout the city. His plan divided the city into four geographic areas of the city determined by the four major waterways: White River, Fall Creek, Pleasant Run and Pogue's Run.¹⁹⁷ By utilizing these waterways as linear parks, Kessler achieved his goals of preserving

¹⁹⁶ Diebold and Society, 122.

¹⁹⁷ O'Day, "George Edward Kessler and the Indianapolis Park System : A Study of Its Historical Development During the City Beautiful Era, 1895-1915", 90.

natural beauty, providing for recreational needs, flood control and the roadways facilitated traffic.¹⁹⁸

In 1909, Kessler also suggested that the city begin to acquire lands near the edge of the city for parkways and parklands because these lands would be less expensive now rather than later.¹⁹⁹ That same year, a new state park law went into effect which allowed cities to use eminent domain to acquire land for parks, tax property owners whose land benefited from the parks, and introduce the concept of park districts for dealing with district issues such as purchasing and maintaining parks.²⁰⁰

Beyond the plan for the entire park system and design of the parkways, Kessler designed the individual parks of Riverside Park and Garfield Park. The other parks, including Ellenberger Park, were left for others to apply site designs.²⁰¹ The parkways and boulevards are the most significant elements of Kessler's plan. Parkway were being discussed and implemented in cities across the United States during this time, such as New York, Boston, Minneapolis and Chicago between 1880 and 1910.²⁰²

Kessler designed parkways and boulevards to efficiently facilitate traffic throughout Indianapolis.²⁰³ These parkways were designed to have limited access and not be interrupted by driveways. Kessler designed them to be strips of land that contained a roadway with gentle curves that allowed for moderate traffic speeds.²⁰⁴ White River Parkway and Pleasant Run Parkway are the longest in the system.

¹⁹⁸ Ibid., 90.

¹⁹⁹ Ibid., 83-84.

²⁰⁰ Ibid., 99-100.

²⁰¹ Ibid., 8.

²⁰² Newton.

²⁰³ O'Day, "George Edward Kessler and the Indianapolis Park System : A Study of Its Historical Development During the City Beautiful Era, 1895-1915", 29.

²⁰⁴ Newton, 597.

Pleasant Run Parkway originally extended all the way to Ellenberger Park and created the easterly extent of Kessler's Park and Boulevard Plan. In 1909, possibly 1911, John Ellenberger sold 25 acres of woodland to the city for \$16,250 for the establishment of Ellenberger Park. Kessler was so impressed with the natural beauty of this land that he did not propose any landscape changes and said that "he would not even put park walks through it, but would allow the old woodland paths, which were worn there years ago by feet now grown old, to still be paths for younger feet."²⁰⁵

In 1923, George Kessler passed away in Indianapolis. Lawrence V. Sheridan took over as Landscape Architect after Kessler. During the slowed time of the Great Depression in the 1930s, Sheridan continued with the development Kessler's plan.²⁰⁶

In a 1929 recreational survey conducted of Indianapolis under the auspices of the Council of Social Agencies and the Indianapolis Foundation Revealed that the Kessler plan of 1909 was favorably viewed twenty years hence. The 570-page report entitled *The Leisure of a People* recommended: "The Park Board should hold fast to the Kessler plan for the further development of its Park and Boulevard system; should establish new playgrounds, neighborhood parks, and swimming pools as indicated in the list of proposals in this report..."²⁰⁷

²⁰⁵ O'Day, "George Edward Kessler and the Indianapolis Park System : A Study of Its Historical Development During the City Beautiful Era, 1895-1915", 96.

²⁰⁶ Ibid., 117.

²⁰⁷ Ibid., 114.

8.0 CLR PART 1: IRVINGTON'S LANDSCAPE HISTORY

8.1 PIONEER ERA: SETTLEMENT (1820-1870)

Marion County is located in the Central Till Plain region. Its prehistoric geography was formed by the Wisconsinian glacier, which created the gently rolling topography and left the rich soil to grow thick forest of native hardwoods.²⁰⁸ The Miami, Delaware, Wea, Piankashaw and other Native American tribes were in the area of Marion County prior to settlement.²⁰⁹ Native Americans blazed the Whitewater Trail to travel to the Whitewater River located in Wayne County in order to access the Ohio River. This was known as "Centerville Road" by the settlers and became the route for the Pennsylvania Railroad. Chief Little Turtle claimed most of present-day Indiana on behalf of the Miami tribe at the Treaty of Greenville in 1795. Then in 1818, the

²⁰⁸ Rogder L. Hedge, "Forested Swell and Swale: The Central Till Plain Natural Region," in *The Natural Heritage of Indiana*, ed. Marion T. Jackson (Bloomington and Indianapolis, IN: Indiana University Press, 1997), 195.

²⁰⁹ *The Encyclopedia of Indianapolis* (Indianapolis: Indiana University Press, 1994), s.v. "Native Americans."

Miami, Delaware, Wea and Potawatomi tribes agreed to The New Purchase Treaty at St. Mary's, Ohio, which opened central Indiana to development by Euro-American settlers.²¹⁰

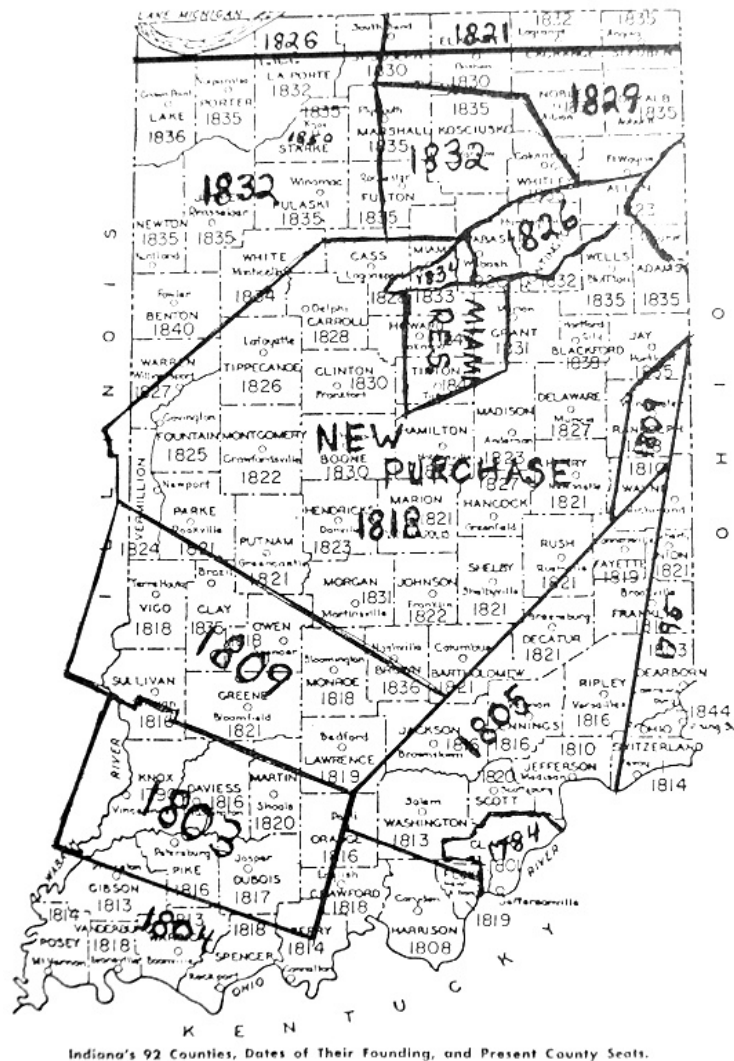


Figure 25: Pioneer settlement in Indiana.²¹¹

Indiana attained statehood in 1816. Corydon served as the first state capitol until it moved to Indianapolis in 1824, drawing politics, commerce, and inevitable growth to Marion County. In

²¹⁰ Ibid; James H. Madison, *The Indiana Way* (Bloomington and Indianapolis: Indiana University Press, 1986), 39; George R. Parker, "The Wave of Settlement," in *The Natural Heritage of Indiana*, ed. Marion T. Jackson (Bloomington and Indianapolis, IN: Indiana University Press, 1997), 368-369, 372.

²¹¹ Paige, ed., 5.

the meantime, the Indiana General Assembly created Marion County and designated Indianapolis as the county seat on December 31, 1821. Warren Township was established by the County Commissioners on April 16, 1822, but was originally combined with Center Township until it reached a population high enough to be an independent township in 1826.²¹²

Irvington is located primarily in Sections 3 and 10 of Township 15 North, Range 4 East. The land was surveyed for the United States Government by John Hendricks in 1820. He recorded that the land was rolling and a source of good lumber with beech, sugar maple, ash, hickory and oak trees.²¹³ Historian Sulgrove further describes Warren Township as being heavily wooded with a number of hardwoods including beech, maple, oak, hickory, poplar, elm, ash, sycamore, walnut, buckeye, basswood, mulberry and ironwood. Warren Township also had thick underbrush and a number of marsh and swamp areas, including the land southwest of what would later become Irvington, located in Section 9.²¹⁴

Pleasant Run is the primary waterway flowing through the eastern part of Marion County. It flows southwest into the White River located in south central Marion County. Legend states that as government surveyors crossed unknown streams, they were charged with providing an appropriate name. When they came to the stream west of Irvington one remarked, "This is a pleasant little run," and it has been called Pleasant Run Creek ever since.²¹⁵

In 1820, John Wilson registered eighty acres located five miles east of the White River near the place where Pleasant Run Creek crossed the Whitewater Trace. Wilson constructed a double log cabin near the northwest corner of current day Emerson Avenue and the abandoned

²¹² Sulgrove, 613.

²¹³ John Hendricks, "Indiana Land Survey," (Indiana State Archives, 1820).

²¹⁴ Diebold and Society, 6; Sulgrove, 613.

²¹⁵ Cottman, "A Historical Sketch of Irvington, Indiana," 149.

Pennsylvania Railroad bed.²¹⁶ In 1829, John Wilson owned the west half of the southwest quarter of Section 3, which later belonged to his son-in-law, Aquilla Parker.²¹⁷ Following the development of the National Road, the Wilsons built a ten-room, two-story inn with bricks and lime mortar made on-site in 1832. The inn stood on along the National Road, overlooking Pleasant Run.²¹⁸ This was a landmark and popular stagecoach stop that provided rest for travelers on the National Road. The inn stood until the 1890s.²¹⁹

In 1822, Joseph Sandusky²²⁰ registered the land east of Wilson's between what is now Hawthorne Lane and Arlington Avenue and built a log house to the southeast of present day Audubon Road and Washington Street where Jacob Julian would later build his home. Sandusky later purchased additional and eventually acquired land that was bounded by Hawthorne Lane on the West, Arlington Avenue on the east, Brookville Road on the south and the section line just south of Pleasant Run Creek on the north.²²¹ The Sanduskys remained there until 1853, when John Ellenberger from Cincinnati rented the land.²²² Ellenberger felled most of the trees and cleared the land for crop production. In 1858, Ellenberger purchased his own land north of Sandusky's property, up to present day 10th Street.²²³ Ellenberger did not clear the land he purchased. The south portion with Pleasant Run Creek later became Ellenberger Woods and then Ellenberger Park. Meanwhile, the Sanduskys moved to Louisville and rented out the farm to a

²¹⁶ Ibid., 145.

²¹⁷ *ibid*; Sulgrove, 615.

²¹⁸ A. Warner, "Map of Marion Co., Indiana, from Surveys by and under Direction of A. Warner," (Philadelphia: C.O. Titus, 1866).

²¹⁹ The Polis Center, "Irvington", The Polis Center <http://www.polis.iupui.edu/RUC/Neighborhoods/Irvington/IRVNGTNNARRATIVE.htm> (accessed February 7 2012); Cottman, "A Historical Sketch of Irvington, Indiana," 145-146.

²²⁰ Sometimes referred to as Sowduski.

²²¹ Warner.; This map also indicates that Sandusky had an additional 80 acres east of Arlington.

²²² Cottman, "A Historical Sketch of Irvington, Indiana," 146-147.

²²³ *Ibid.*, 147.

dairy with barns located in the vicinity of the current day Presbyterian Church and Irvington Library parking lots.²²⁴

Other people, like Wilson and Sandusky, settled in Warren Township, cleared the land for farming and catered to travelers who were on their way to Indianapolis or further west. The 1829 property assessment shows that Warren Township contained twenty-five landowners and sixty-five tenant farmers and laborers. The 1830 census shows there were ninety-four heads of house which indicates a density of two heads of house per a square mile.²²⁵ During the 1850s and 1860s, Marion County was growing rapidly. Warren Township had the highest concentration of foreigners, which suggests strong ties to Cincinnati and Pennsylvania.²²⁶

Road construction was a major initiative for growth in Central Indiana. In 1823, the state government funded ten road projects into Indianapolis, the largest of those being Brookville Road. Other roads such as Centerville Road, formally known as the Whitewater Trace, received less than half as much funding as the Brookville Road.²²⁷ Brookville Road was the first developed road to go through this area of Warren Township. It connected Indianapolis to the Ohio River via the town of Brookville in eastern Indiana on the way to Cincinnati. Today it holds the same name and is also known as Route Highway 52.

Brookville Road was the first developed route but was soon outdone by the National Road, which closely followed the old Centerville Road route connecting Indianapolis to Centerville, Indiana. Centerville was the last major town before Indianapolis. This route would become significant for two men from Centerville. Survey work on the National Road began in

²²⁴ Johnson: 88.

²²⁵ Center.

²²⁶ Ibid.

²²⁷ Ibid.

1827.²²⁸ The National Road entered Warren Township in 1829 and consisted of an 80-foot wide road bed of broken stone and gravel.²²⁹ By 1834, the National Road extended across the state and took precedence over the old Centerville Road bringing stagecoach lines, commerce, immigrants in covered wagons, freight wagons, and animals going to market.

In 1838, the National Road was the first federal road to reach Indianapolis. It was called Cumberland Road because it started in Cumberland, Maryland in 1811, and connected the capitols of the Midwest with Washington D.C.²³⁰ In 1849, the Central Plank Road Company took control of the road through Marion and other counties in central Indiana. The company covered the road with oak planks and put up toll gates to collect funds for improvements.²³¹ Evidence of these improvements were found “when an excavation was made for a sewer in Irvington [at the intersection of Arlington] not many years [before 1919], some of the old planks were discovered in a good state of preservation.”²³²

During the 1850s, the importance of the National Road diminished as the railroads developed, duplicating the route and connecting Indianapolis and Richmond. In the 1910s, significance of the National Road was reestablished as an important automobile route. It was designated as a “main market road” in 1919. In 1927, it was further designated as U.S. 40 and there was an increase in travelers from greater distances. In 1970, development of Interstate 70 once again diminished the significance of U.S. 40, roughly duplicating the route by also connecting Indianapolis and Richmond.²³³

²²⁸ Lee Burns, *The National Road in Indiana* (Indianapolis: C. E. Pauley & co., 1919), 215, 235; Cottman, "A Historical Sketch of Irvington, Indiana," 145.

²²⁹ Paige, ed., 29.

²³⁰ *The Encyclopedia of Indianapolis* (Indianapolis: Indiana University Press, 1994), s.v. "National Road."; Sulgrove, 95.

²³¹ Burns, 234.

²³² Ibid., 235.

²³³ ibid.

Early roads through Warren Township were soon outdone by railroads. The first railroad reached Indianapolis in 1847.²³⁴ These developments greatly decreased travel on the National Road and inns, such as the Wilson's, fell into disrepair.²³⁵ In 1853, the Indiana Central Line, later known as the Panhandle and then the Pennsylvania, was completed from Indianapolis to Centerville and on to Richmond, Indiana. It continued to Dayton, Ohio with access to Cincinnati.²³⁶ The Indiana Central Line was completed by the Indiana Central Railway Company using the route of the old Centerville Road.

In 1869, the Cincinnati and Indianapolis Junction, called the "Junction," completed a line to Indianapolis. In 1872, it became part of the Cincinnati, Hamilton and Indianapolis Railroad, and later the CH&D, then B&O, now CSX.²³⁷ These railroads blazed the way for the next phase in development of Warren Township.

In 1911, Mrs. Vida Cottman summarizes Irvington's landscape at the end of this era:

[Irvington] was a pleasant place to look upon in those days. There were many beautiful forest trees, broad green fields, and, winding through fields and groves, sundry tinkling little streams, all tributary to Pleasant Run . . . well stocked with fish. . . In the south part of town were a number of ponds, one about a hundred feet east of the present Irvington Station, affording excellent fishing.²³⁸

8.2 IRVINGTON ERA: SUBURBAN TOWN (1870-1902)

Eastern Indiana was settled ahead of central Indiana. Wayne County was formed in 1811 and the town of Centerville was established as the county seat in 1817. As soon as Centerville became as the county seat, a fifty-plus year rivalry between Centerville and Richmond ensued "as

²³⁴ Sulgrove, 52.

²³⁵ Cottman, "A Historical Sketch of Irvington, Indiana," 146.

²³⁶ R.S. Simons and F.H. Parker, *Railroads of Indiana* (Bloomington & Indianapolis: Indiana University Press, 1997), 12, 114.

²³⁷ Ibid., 138.

²³⁸ Cottman, "A Historical Sketch of Irvington, Indiana," 149.

the longest and most bitter county seat fight in the history of the state.”²³⁹ The City of Richmond led six attempts between 1855 and 1869 to pass legislative acts that would allow them to move the county seat.²⁴⁰ Finally, Richmond was victorious in 1869 and was allowed to move the county seat when fifty-five percent of the county voted for it.²⁴¹ During this messy debate, two friends who were well connected in Centerville, Jacob B. Julian and Sylvester Johnson, saw their legal business and political careers in jeopardy because Richmond was about nine times larger than Centerville at that time.²⁴² Their concerns were realized on August 15, 1873, when voters finally made Richmond the official seat of justice in Wayne County.²⁴³

In 1815, Jacob B. Julian was born in Centerville to Isaac and Rebecca Julian. After high school, Jacob studied to become an attorney and was admitted to the Indiana bar in 1839. Jacob Julian was a professional businessman and served in a number of political and financial roles. Julian was the Wayne County Examiner in 1841, the Wayne County Prosecutor from 1845 to 1846, one of the Wayne County Representatives to the Indiana State House in 1846 and 1848, and President of the First Bank of Centerville from 1863 to 1873.²⁴⁴

Julian was proud that he was a Wayne County native and of the work that he accomplished there,²⁴⁵ although he was likely familiar with other areas of the state including Indianapolis. He probably traveled to Indianapolis on the National Road many times when he was a Representative and on the Panhandle Railroad for business after it connected Centerville and

²³⁹ Ernest V. Shockley, "County Seats and County Seat Wars in Indiana," *Indiana Magazine of History* Vol. X, no. 1 (March 1914): 3.

²⁴⁰ Inter-state Publishing Company, *History of Wayne County, Indiana: Together with Sketches of Its Cities, Villages and Towns* (Chicago: Inter-State Pub. Co., 1884), 424.; Shockley: 3.

²⁴¹ Company, 424.

²⁴² Mary Raddant Tomlan and Michael A. Tomlan, *Richmond Indiana: Its Physical Development and Aesthetic Heritage to 1920* (Indianapolis: Indiana Historical Society Press, 2003), 87.

²⁴³ Company, 424.; Shockley: 3.

²⁴⁴ *History of Wayne County, Indiana*, (Chicago: Inter-State Publishing Co., 1884), 446, 451, 491, 456-457.

²⁴⁵ *Ibid.*, 456, 657.

Indianapolis in 1853. After moving to Irvington, Julian continued to practice law in Marion County with his son, John F. Julian, and was a Circuit Court Judge from 1876 through 1878.²⁴⁶

Sylvester Johnson was born in Union County, Indiana, in 1822.²⁴⁷ He taught school for fourteen years in Wayne County, worked in merchandise sales and was a mail agent on the railroad.²⁴⁸ He was elected as Auditor of Wayne County in 1863 through the efforts of the temperance people and served in that position for eight years.²⁴⁹ A contemporary of Johnson's stated that,

Mr. Johnson is distinguished for a kind heart and tender sympathy, and his ears and eyes are ever open to suffering and ready to relieve. Though advanced in years, active and clear-headed, illustrating the truth that temperate habits and upright life bestow their rewards in advanced years. He is splendid specimen of the sturdy stock, with iron will, clear conscience, high purpose and ceaseless energy . . . whose influence in reforming and shaping public and social affairs has been inestimable value.²⁵⁰

Johnson pursued two priorities. First, he wanted Indiana to be free of alcohol. Johnson was a member of the temperance group in Wayne County and Marion County and called for people to abstain from alcoholic beverages. He despised liquor and believed that alcohol brought evil into society so everyone should refrain from drinking it.²⁵¹

Johnson's second priority involved his love for agriculture, particularly horticulture and hobby farming. In Wayne County, he was one of the first members of The Pioneer Horticultural Society of Indiana, which celebrated and continued the traditions of horticulture

²⁴⁶ Sulgrove, 498.

²⁴⁷ *Commemorative Biographical Record of Prominent and Representative Men of Indianapolis and Vicinity*, (Chicago: J. H. Beers & Co., 1908), 32; "Sylvester Johnson, Pioneer of City, Dies."

²⁴⁸ *History of Wayne County, Indiana*, 527; "Sylvester Johnson, Pioneer of City, Dies."

²⁴⁹ *History of Wayne County, Indiana*, 629; "Sylvester Johnson, Pioneer of City, Dies."

²⁵⁰ *Commemorative Biographical Record of Prominent and Representative Men of Indianapolis and Vicinity*, 32.

²⁵¹ Cottman, "A Hoosier Arcadia," 99.

of the early settlers in Wayne County and across Indiana.²⁵² He was Secretary of the Indiana Dairymen's Association²⁵³ and co-founded the Wayne County Joint Stock Agricultural Society in 1867.²⁵⁴

After leaving the unrest in Wayne County and settling in Irvington in 1871 to pursue professional and social endeavors, Johnson furthered his expertise in horticulture. He co-founded the Indiana State Horticultural Society and served as its President from 1879 to 1891.²⁵⁵ He served as Treasurer of the State Board of Agriculture for six years, was President of the Marion County Agricultural and Horticultural Society for eleven years, was chosen to judge the Columbian Exposition in Chicago and the Louisiana Purchase Exposition in St. Louis, and also served as Trustee at Purdue University for nineteen years between the years of 1891 and 1910.²⁵⁶ Johnson was proud of his efforts at Purdue which helped the university expand beyond teaching agriculture to the study of horticultural science in the 1890s.²⁵⁷

Johnson was incredibly involved with horticulture on his estate in Irvington. According to the *Indiana Farmer*, "His home there is most beautifully adorned with trees, flowers, and ornamental plants, in great variety."²⁵⁸ Johnson regularly held Indiana Agricultural and Horticultural Society meetings at his home.²⁵⁹ He was well-known for his grapes and grew 150

²⁵² *History of Wayne County, Indiana*, 615-617.

²⁵³ *Ibid.*, 281.

²⁵⁴ *Ibid.*, 435.

²⁵⁵ Helen Hand and Thomas R. Johtson, *Trustees and the Officers of Purdue University, 1865-1940* (Lafayette: Purdue University, 1940), 27.; Sylvester Johnson, "Horticulture," *Indiana Farmer* XXVII, no. No. 1 (1892): 2.

²⁵⁶ *Commemorative Biographical Record of Prominent and Representative Men of Indianapolis and Vicinity*, 32; Hand and Johtson, 27; Johnson, "Horticulture," 2; "Sylvester Johnson, Pioneer of City, Dies."

²⁵⁷ Johnson, "Horticulture," 2.

²⁵⁸ "No Title," *Indiana Farmer* X, no. No. 32 (1875): 4.

²⁵⁹ "No Title," *Indiana Farmer* XVII, no. No. 27 (1882): 4.

varieties on his property, along with a variety of strawberries, peaches, plums, pears, apples, other fruiting plants and many deciduous trees.²⁶⁰

It is unclear whether Julian persuaded Johnson, or Johnson persuaded Julian, to develop a suburban town near Indianapolis. Either way, it appears that Julian led the charge to Irvington. Julian met with Reverend Thomas A. Goodwin during one of his business trips to Indianapolis. Goodwin was a Methodist pastor and realtor who lived halfway between Irvington and Indianapolis. Just like Julian and Johnson, Goodwin was involved with many social issues at that time. He was the editor of an anti-slavery, anti-liquor weekly paper called *Indiana America*. Goodwin was selling the Sandusky's property, which would later become Irvington, and persuaded Julian to purchase it. Julian would have been familiar with the property because he passed through it during his many trips between Centerville and Indianapolis.²⁶¹

On June 30, 1870, Julian and Johnson purchased 320 acres of Sandusky's land for \$32,000.²⁶² A short time before the two purchased this tract of land, Levi Ritter of Indianapolis, purchased the westerly 80 acres of the Sandusky's property.²⁶³ Very quickly, Ritter, Johnson and Julian set out to develop a suburban village of Indianapolis. Julian and Johnson's goal was to make "it a suburban residence town for the professional and businessmen of Indianapolis."²⁶⁴ They desired the town to be one with a sophisticated culture. Johnson's obituary states that Irvington was to be a "place in which to live with superior educational facilities and everything that would tend to make residential life secure and placid."²⁶⁵

²⁶⁰ *ibid.*, 4; "Sylvester Johnson, Pioneer of City, Dies."

²⁶¹ Center; Cottman, "A Hoosier Arcadia," 97.

²⁶² Johnson, "The Beginnings of Irvington," 88; "Sylvester Johnson, Pioneer of City, Dies."

²⁶³ Cottman, "A Hoosier Arcadia," 97.

²⁶⁴ Sulgrove, 621.

²⁶⁵ "Sylvester Johnson, Pioneer of City, Dies."

The two worked out a deal for the new town's name and design. Johnson agreed to allow Julian to name the village while Julian agreed to allow Johnson to have the final say in regards to the physical design because Johnson "had a wide reputation as a horticulturist, and he had some grandiose ideas of what he wanted Irvington to be."²⁶⁶

Julian's daughter, Mary, suggested the name Irvington after Washington Irving, of whom Julian and Mary were very fond.²⁶⁷ Washington Irving was a popular American author who wrote stories during the Romantic literary movement. His short stories were written for entertainment purposes with wildly imaginative characters and scenes that evoked strong emotions from the readers. Irving is most known as the author of "The Legend of Sleepy Hollow," which he wrote in 1849. His stories encouraged other American authors such as Nathaniel Hawthorne, Henry Wadsworth Longfellow and Edgar Allan Poe, who also wrote during the Romantic Movement. Johnson and Julian wholeheartedly accepted the name Irvington because it evoked a refined culture and would attract people of higher-class.²⁶⁸

Johnson was in charge of determining Irvington's physical form. According to Robert Downey, the grandson of Jacob Julian, Mary advised Julian and Johnson look at Glendale, Ohio, as a beautiful example of a Cincinnati suburb.²⁶⁹ The Glendale Female College opened in 1854 and was located not far from The Wesleyan Female College that Mary graduated from in 1858. It is believed that Mary had a friend who attended the Glendale Female College. Mary spoke highly of Glendale and was impressed with the "winding streets and their possibility for artistic effect."²⁷⁰

²⁶⁶ J.R. Downey, *Boyhood Days in Irvington* (Indianapolis: East Side Herald, 1970), 4.

²⁶⁷ *ibid.*, 4; Johnson, "The Beginnings of Irvington," 88.

²⁶⁸ Cottman, "A Historical Sketch of Irvington, Indiana," 149.

²⁶⁹ Downey, 4.

²⁷⁰ *Ibid.*, 4.

It is unclear if Mary's suggestion was the only inspiration for Johnson's visit to Glendale or if he was also familiar with Glendale through his horticultural literature and societies. Either way, following the purchase of the land for Irvington, Johnson and Julian visited Glendale. They were impressed with the community and decided to use Glendale as a prototype for Irvington's design.²⁷¹ Johnson stated, "When our plans for founding the town were finally completed, Mr. Julian and I went to see Glendale, near Cincinnati. The meandering streets of that place impressed us and we adopted that style of thoroughfare for Irvington."²⁷²

During his visit, Johnson may have purchased a copy of "Suburbs of Cincinnati," which describes Glendale in 1870 in the following manner:

Glendale should rather be considered as a whole than in detail. There are no palatial mansions, no extensive lawns, no long sweeping graveled drives, such as the visitor sees in some other suburbs. It is rather a collection of beautiful homes, with ample grounds and profuse shrubbery, approached by circuitous avenues, and distinguished for the air of comfort and retirement that everywhere prevails. You can scarcely say there is one place notable above another, and yet there is a rare combination of pleasant features that holds out strong inducements to those who desire to get entirely away from the busy whirl of the city and enjoy complete repose. There are no towering hills nor immense stretches of valley; but quiet landscapes say to fatigued limbs and wearied minds, 'Here is rest.'²⁷³

Furthermore, the following quote indicates how suburban Glendale shaped the social culture of its residents. It is no wonder that Johnson and Julian were impressed with Glendale and wanted to replicate the same social control from Glendale in Irvington.

The great advantage about Glendale is that it is a complete community. Too far removed from the city to depend upon it for general society or amusement, it becomes a society itself, bound together as well by common necessity and the intimate friendships that frequent intercourse fosters, as by common effort to supply the want of entertainment and amusement which absence from the city

²⁷¹ Johnson, "The Beginnings of Irvington," 88; "Sylvester Johnson, Pioneer of City, Dies."

²⁷² "Sylvester Johnson, Pioneer of City, Dies."

²⁷³ Maxwell, 78.

occasions. Again, society is not alone thus created and fostered, but finds, to some extent, a common cement in similar education and tastes. The inhabitants are generally intelligent and refined, and their influence is expended on such objects as promote the public good.²⁷⁴

Upon their return, Johnson instructed Robert Howard, the Wayne County Surveyor, to lay out Irvington's roads in a winding pattern and to divide the lots in a similar way to Glendale.²⁷⁵ Howard became the Wayne County Surveyor in 1867,²⁷⁶ and was active in the Indiana Engineering Society.²⁷⁷ He is also credited with some of the design work for Glen Miller Park in Richmond, designed in a romantic style.²⁷⁸

Johnson, Julian and Howard walked the newly purchased acres and paid close attention to the topography and specimen trees. The three laid out the future streets of Irvington to run in the low places following the creek beds and reserved the higher ground for homes. The three also curved the streets around specimen trees to prevent removal of specific trees. One such occurrence is Oak Avenue that went around a magnificent oak tree, and inspired the street's name.²⁷⁹ Historian Timothy Sehr stated that "the design itself emphasized beauty and grace over efficient use of the land."²⁸⁰

²⁷⁴ Ibid., 99.

²⁷⁵ Cottman, "A Historical Sketch of Irvington, Indiana," 149-150; Johnson, "The Beginnings of Irvington," 88.

²⁷⁶ *History of Wayne County, Indiana*, 447.

²⁷⁷ Diebold and Society, 20.

²⁷⁸ Mary Raddant Tomlan, *National Register of Historic Places Inventory-Nomination Form East Main Street-Glen Miller Park Historic District* (Centerville, IN: National Parks Service, 1985). Glen Miller Park is a 175 acre picturesque park that opened in 1880 as a privately owned public pleasure ground with curving drives, a catalpa grove, a lake, and other elements. It was accessible via Richmond's early streetcars and spurred the development of an adjoining residential district that grew through the 1920s. Most of the park's existing historic features are attributed to the period after the City of Richmond purchased the park in 1885. After purchasing the park, the city hired landscape architects John Thorpe and William Hamilton from the Chicago region to redesign the park.

²⁷⁹ Cottman, "A Historical Sketch of Irvington, Indiana," 149-150; Johnson, "The Beginnings of Irvington," 88.

²⁸⁰ Sehr: 316.

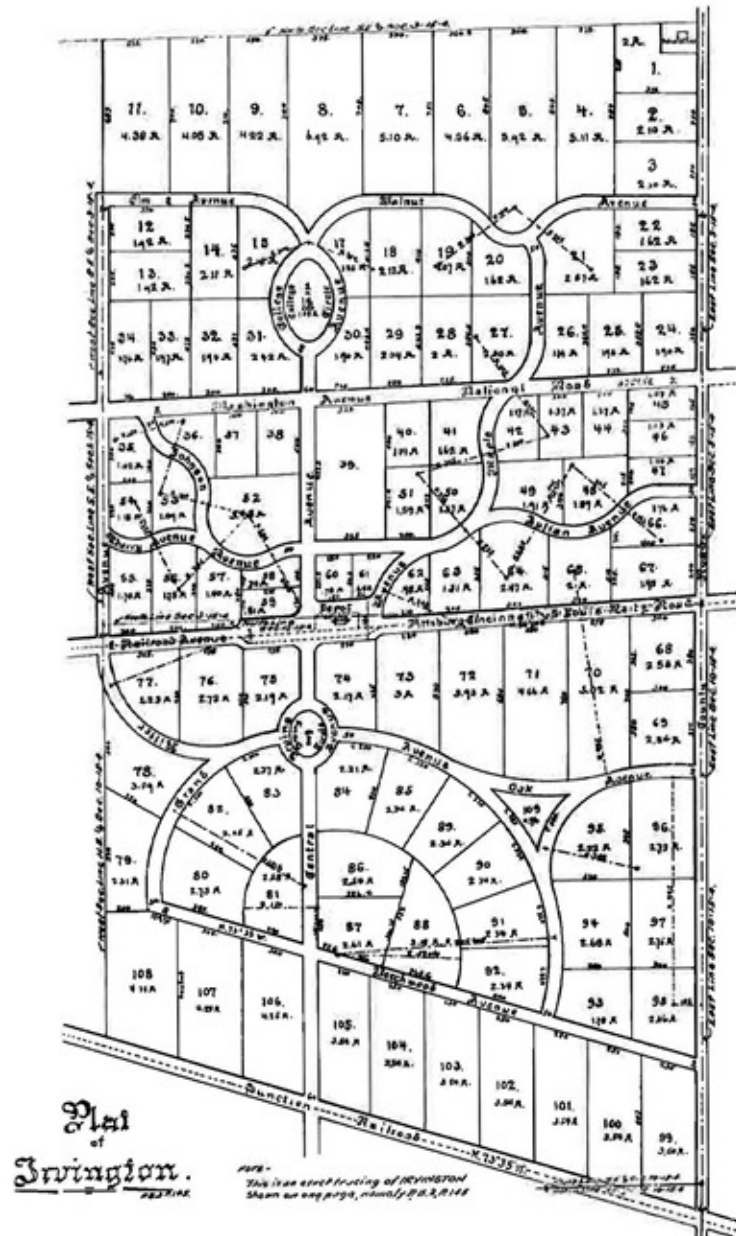


Figure 26: Plat of Irvington, 1870.²⁸¹

The three laid out the streets with straight lines, simple horizontal curves and reverse horizontal curves. The simple and reverse horizontal curves are each established with a single radius per curve. On the other hand, compound horizontal curves use two radii per curve.

²⁸¹ Diebold and Society, 15.

Glendale's plan, like Irvington's, does not use compound curves which further indicates that Irvington's plan is based on the layout of Glendale. Note that in Figure 26 the plat includes the dimensions of each curve radius.

No alleys were included in Irvington's original plan, similar to Glendale, as a way to keep undesirable facilities such as stables and hog pens away from the streets.²⁸² Johnson and Julian chose arbor themed names for the streets such as Walnut, Maple, Cherry, Oak and Beechwood which is another similarity to Glendale. Other streets were named after their function or location. Depot Avenue ran past the proposed depot location, Central Avenue ran north and south through the center of the town and connected Irving Avenue, which circled Irving Circle, and College Avenue, which circled College Circle. Furthermore, Johnson and Julian named Julian Avenue and Johnson Avenue for their families.

The two aforementioned circles are the two parks that Johnson incorporated into the plan, which replicated the circular and oval parks in Glendale. Lot number sixteen was the north circle. It was called "College Circle" because it was designed to be the location of a female college. The south circle was not given a lot number because it was originally designed to be a public park. It continues to hold the name "Irving Circle" in honor of the town's namesake Washington Irving.²⁸³ In 1874, a limestone fountain was constructed in the center of the circle.²⁸⁴ Julian desired to place a bust of Washington Irving in Irving Circle; but it was not until 1936 that the bust was installed by the Indianapolis Parks Department.²⁸⁵

²⁸² It is interesting to note that Glendale still does not have alleys, while Woodruff Place was specifically designed with alleys.

²⁸³ Johnson, "The Beginnings of Irvington," 89.

²⁸⁴ L. Muncie and Irvington Historical Society, *Irvington: Three Windows on Irvington History* (Indianapolis: Irvington Historical Society, 1989), 27.

²⁸⁵ Cottman, "A Hoosier Arcadia," 99; Diebold and Society, 19.

Both circles were intended to further instill a sense of civilized sophistication, and they remain important landmarks in Irvington today. Furthermore, the residential lots throughout Irvington contributed to the park-like feel of the community and presented opportunity for recreation. As stated in the *Commemorative Biographical Record of Prominent and Representative Men of Indianapolis and Vicinity*, "The village presents the appearance of a park, the beautiful homes being surrounded by lovely grounds and shaded by stately trees."²⁸⁶ The large lots also afforded areas for outdoor recreation, such as rounds croquet during the summer months.²⁸⁷

Johnson, Julian and Howard divided the remaining land, 304 acres, among 108 lots ranging in size from 6.92 acres and to 0.64 acres each. Only a few lots were smaller than one acre and the average lot was 2.8 acres in size.²⁸⁸ This is consistent with Glendale, which originally contained lots that ranged in size from one to three acres.²⁸⁹ By 1870, when Julian and Johnson visited Glendale, some lots were larger than six acres because some owners purchased and grouped smaller lots together.²⁹⁰ Glendale's commercial lots were smaller and clustered around the railroad depot, while the larger residential lots were located further out of the town's center.

Johnson and Julian replicated this idea and designed smaller lots around the proposed railroad depot for commercial uses. The remaining larger lots were unique and designed for individual estates. Julian and Johnson stayed consistent with the romantic ideas at the time. They excluded industry from the town and separated the residential environments from the commercial areas. Irvington was designed only for residential living and education. Irvington expected to

²⁸⁶ *Commemorative Biographical Record of Prominent and Representative Men of Indianapolis and Vicinity*, 31.

²⁸⁷ Cottman, "A Hoosier Arcadia," 101.

²⁸⁸ Approximately sixteen acres of land southwest of the Junction Railroad was not platted. It was later developed by Julian, Johnson and Good by 1872.

²⁸⁹ Buckley, 10.

²⁹⁰ Maxwell, 83-95.

receive employment for its residents and economic stability from the planned female college and the City of Indianapolis, while other suburbs such as Brightwood welcomed industry as means for economic stability.²⁹¹

George Washington Julian, Jacob's brother and a prominent citizen of Irvington, recorded in his diary that Jacob wanted "seclusion and aloofness from turmoil of life, but not isolation." George expressed a desire for libraries, society and close proximity to civilization. He said, "The City of Indianapolis is destined to be one of the largest in the northwest, and the town of Irvington will be one of the handsomest in the state, and singularly accessible to the city."²⁹² There is no doubt that Johnson and Julian worked tirelessly to install all of their ideas into one design. They completed Irvington's layout on November 7, 1870.²⁹³

Julian and Johnson not only wanted their town to be a pleasant place in the beginning but they wanted to maintain its pleasantness through future generations. Before zoning laws were a means of control, Johnson developed a set of deed restrictions based on the controls that were in place in Colorado Springs, Colorado.²⁹⁴ Johnson used these controls to keep out industry and other undesirables. Each lot that was purchased from Julian and Johnson included provisions that the lot would be well-maintained and not involved with activities that would harm the neighbors. These provisions were enforceable by all of the people in the town.

The deed states,

The grantee accepts this deed from the grantors with the express agreement that he, his heirs and assigns will not erect or maintain or suffer to be erected or maintained on the real estate herein conveyed, any distillery, brewery, soap factory, pork or slaughter house, or any other establishment offensive to the people; and that he will not erect or maintain or suffer to be erected or maintained on said premises any stable, hog-pen, privy, or other offensive

²⁹¹ Cottman, "A Hoosier Arcadia," 98.

²⁹² Ibid., 101.

²⁹³ Johnson, "The Beginnings of Irvington," 88.

²⁹⁴ Ibid., 88-89.

building, stall or shed, within one hundred feet of any avenue in said town; and that he will not sell or suffer any one to sell on said premises any intoxicating beverages, except for sacramental, medicinal, or mechanical purposes strictly. And he accepts of this deed on the further agreement that the right to compel an enforcement of these conditions rests, not only in the grantors, their heirs and assigns, but in all the property holders and inhabitants of said town.²⁹⁵

Furthermore, Johnson states the selling or permitting of selling alcohol in Irvington was punishable by “reversion of the ground to the original owner or his heirs.”²⁹⁶

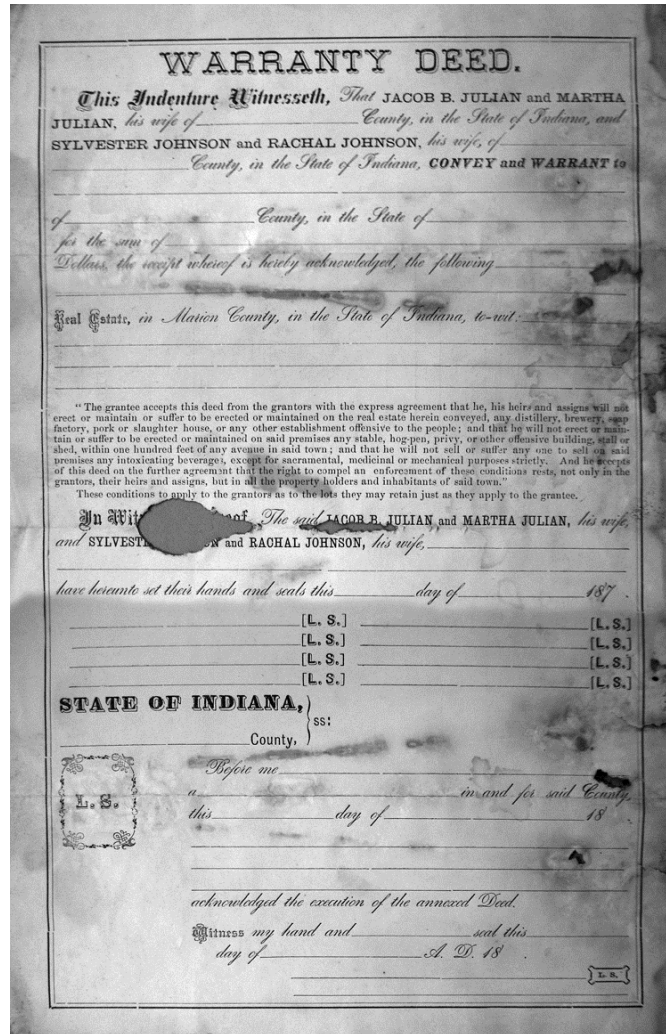


Figure 27: “Warranty Deed” for land from Julian and Johnson. Source: Irvington Historical Society.

²⁹⁵ Jacob Julian and Sylvester Johnson, "Warranty Deed, " Indianapolis.

²⁹⁶ Johnson, "The Beginnings of Irvington," 88-89.

It was not long before others from Indianapolis joined Julian and Johnson's suburban town. Levi Ritter worked with Julian and Johnson and added his 80 acres to the original plat in September 1871.²⁹⁷ The Woodland Park Addition was laid out in January 1872, by James Downey and Nicholas Ohmer.²⁹⁸ It extended the curvilinear roads and large lots into the land formerly owned by William Hunter. The Woodland Park Addition was a wooded tract of land located south of the Pennsylvania Railroad and west of Ritter Avenue extending to the area that would become Northwestern Christian University to the west.²⁹⁹ James Downey was a son-in-law of Jacob Julian. Downey married Julian's daughter, Mary, in 1869, and constructed a house in Irvington at that time. Additionally, a land company bought the Parker's 80-acre homestead located east of Ritter's addition.³⁰⁰

By 1872, Julian and Johnson were selling lots in Irvington for \$1000 per acre when just two years earlier; they purchased the land for \$100 per acre.³⁰¹ The large lots and expensive prices restricted the potential buyers and many of the lots were subsequently subdivided. "Johnson and Julian subdivided forty-two lots between the two sets of railroad tracks in the southern part of the town into 182 lots in 1873; John W. Chambers subdivided the area north of College Circle into 250 lots in 1872 and 1873; and Levi Ritter and James Downey redrew the boundaries of other lots in subsequent years."³⁰² Sehr states "this subdividing was a concession to necessity or whether the large lots had been considered temporary from the beginning cannot be determined."³⁰³ I believe that Johnson wanted Irvington to be a close replica of Glendale with

²⁹⁷ Cottman, "A Hoosier Arcadia," 97; Cottman, "A Historical Sketch of Irvington, Indiana," 148; Johnson, "The Beginnings of Irvington," 89.

²⁹⁸ Sulgrove, 621.

²⁹⁹ Downey, 2.

³⁰⁰ Cottman, "A Historical Sketch of Irvington, Indiana," 148.

³⁰¹ Ibid., 151.

³⁰² Sehr: 316.

³⁰³ Ibid., 316.

large lots capable of holding large semi-self-sufficient estates. I believe that the lots were subdivide out of necessity as they knew that the Panic of 1873 would soon find its way to Indiana and making it difficult to sell the large lots.

After designing Irvington, Julian and Johnson further controlled the type of development by stipulating that homes were to be built for a minimum price of \$6,000. Dr. Levi Ritter and James Downey began constructing homes on their newly platted land with Ritter's home being the first completed home in Irvington. He built a house at the southwest corner of Ritter and Washington Street where the Julian School is currently located.³⁰⁴ James Downey built a house at the northwest corner of Washington Street and Central Avenue that was completed by 1871. He built a nice formal house although it was not as grandiose as the homes owned by Julian and Johnson.³⁰⁵

Johnson and Julian completed their stately Second Empire style homes in 1872. Johnson constructed his house for \$22,000 on the 3.48 acres of Lot 52 located to the southwest of Washington and Central Avenue where the present day library and Irvington Presbyterian Church parking lot is located. Julian constructed his house for \$25,000 on 4.64 acres of Lot 39 located to the southeast of Washington Street and Central Avenue where the Audubon Court apartments and Saxony Court apartments are now located.³⁰⁶ In the *40th Anniversary of Irvington booklet*, Hilton Brown describes the landscape of Julian and Johnson's homes during 1870,

After reaching what is now Central Avenue, he [the visitor] would have turned aside on a little by-path that led southward a few hundred yards to where the stone foundation of a building was being laid. Within a stone's throw to the east would have been observed another similar building in course of construction. The former . . . residence of Sylvester Johnson, and the latter [of] Jacob B. Julian. . .

³⁰⁴ Cottman, "A Historical Sketch of Irvington, Indiana," 150.

³⁰⁵ Downey, 2.

³⁰⁶ Cottman, "A Historical Sketch of Irvington, Indiana," 150.

the undulations of the fields, dotted here and there with clumps of trees, and the dark woods to the southwestward . . . composed the landscape of that day.³⁰⁷



Figure 28: Jacob Julian's home, 1876.³⁰⁸

Julian and Johnson's homes were fine examples of what they desired the ideal suburban residences to be. The lots were full of trees and shrubbery and "general rusticity."³⁰⁹ According to Robert Downey, Julian's home was located on several acres. The lot had carefully planted trees, a grape arbor running to the barn and an acre of apple trees. West of the main house, Julian built a

³⁰⁷ H.U. Brown and Edward J. Hecker . *Irvington, Indianapolis Fortieth Anniversary and Home Coming, Nineteen Hundred Twelve* (Indianapolis: Printed by Edward J. Hecker, 1912), 6; Diebold and Society, 30.

³⁰⁸ A. T. Andreas, "Northern-Eastern Part of Indianapolis (with) North Indianapolis, Marion Co. (with) Irvington, Marion Co.," (Chicago: Baskin, Forster & Co., 1876).

³⁰⁹ Cottman, "A Hoosier Arcadia," 98.

frame cottage for an African American servant family that he brought with him from Centerville. The woman was the family's maid and nanny, while the man was the family's chauffeur.³¹⁰

Following the construction of Jacob Julian's residence, his brother George Julian built a home to the south on Lot 60 and Lot 61 in 1873.³¹¹ After constructing his own home, Jacob Julian built several houses in Irvington to sell to new residents. A number of Indianapolis businessmen built homes in Irvington and contributed towards the early development of the town. These men were Dr. Levi Ritter, John Chambers, Joseph Tilford, William Thrasher, James Downey, and Nicholas Ohmer.³¹²

Following completion of Johnson's and Julian's homes, James Downing wished to construct a statelier house that was of the same class as Irvington's founders. Downey completed his second house around 1875 in the Woodland Park Addition that he established with Nicholas Ohmer. Downey built a home on Lot 21 of that addition which was heavily wooded. It had a variety of trees including beech, oak, maple, dogwood and paw paw. James Downey's son, Robert, described it as the "most attractive home in Irvington." Additionally, the property had a large carriage house and stable for four horses and four cows.³¹³

In addition to some early homes, the residents built the frame railroad depot at the northeast corner of the intersection of the Pittsburg, Cincinnati and St. Louis Railroad tracks and Central Avenue in 1872, in an effort to facilitate transportation to and from Indianapolis.³¹⁴ The Junction Railroad was a less significant railroad that ran southeast to Rushville and on to

³¹⁰ Downey, 3.

³¹¹ Ibid., 5.

³¹² Sehr: 310.

³¹³ Downey, 2, 5-6.

³¹⁴ Johnson, "The Beginnings of Irvington."

Cincinnati. Its trains were less frequent and irregular. Irvington merely had a flag stop and small platform where it crossed Central Avenue.³¹⁵

These first developers and residences also worked to improve the suburb's landscape by 1873, through grading and graveling the roads and by planting trees along the roadways.³¹⁶ Then in 1873, these residents came together for incorporation.

On March 11, 1873, a petition for incorporation with eighty-two signatures was made to the Board of County Commissioners, which ordered an election on March 21. The vote for incorporation was nearly unanimous, and an election of officers was ordered for April 3. It resulted in the choice of Jacob B. Julian, Levi Ritter and Chas. [Charles] W. Brouse for trustees, Sylvester Johnson for assessor and treasurer, and Ferdinand Wann for marshal.³¹⁷

Immediately, on April 7, the board met to pass four ordinances that required lot owners to grade their sidewalks and plant shade trees along the streets, prohibited hogs running at large, prohibited the use of fire-arms within the town limits, and protected the birds. An ordinance passed on April 21, 1873 further prohibited cattle from running at large.³¹⁸

The new town board worked to attract property owners through a series of public improvement projects. They further improved streets, attracted viable public transportation, quality education and parks. The first projects included grading and graveling the streets. The roads that Julian, Johnson and Howard laid out were merely dirt roads.³¹⁹ Properly graded and graveled roads allowed prospective property owners to travel easily through the town and exhibited that Irvington was a refined and civil place. The first road graded and graveled was Central Avenue, which was later renamed Audubon Road. The streets were broad, well graveled and named after the prominent men that developed Irvington. Trees were planted along the roads

³¹⁵ Downey, 4.

³¹⁶ Cottman, "A Historical Sketch of Irvington, Indiana," 151.

³¹⁷ Dunn, 435.

³¹⁸ Ibid., 435.

³¹⁹ Irvington Town Board, "Meeting Minutes," (Indianapolis: Indiana State Archives, 1873); Sehr: 318.

and in the spacious private yards surrounding the beautiful homes.³²⁰ Evidence of this tree planting efforts can be seen on early aerial photos dating during the 1930s and 1940s after the trees were mature. These photos show Irvington's streets heavily covered by tree canopies while adjacent areas such as Emerson Heights that were developed in the 1910s and 1920s have little to no tree canopy.³²¹

Sidewalks that lined the winding streets through Irvington were also constructed, likely with wood or gravel. The Irvington Commercial Club was formed in 1895 from a group of ambitious citizens. The club promoted public improvements, such as concrete sidewalks. By 1897, Irvington had miles of "excellent" sidewalks. It is believed that numbers stamped on old pieces of sidewalk are related to the improvements made by the Irvington Commercial Club. The numbers may represent the year that the sidewalk was constructed or the project number.³²²

The Irvington Town Board also worked tirelessly to attract regular and reliable transportation to and from Indianapolis because the infrequent schedules for the two railroads was not suitable businessmen.³²³ In 1874, Johnson and others facilitated construction of a street rail line on English Avenue that connected Irvington to Virginia Avenue and downtown Indianapolis. The line was operated by the Irvington Stratford and Indianapolis Rail Road Company (IS&I Rail Road Company) and made its way through the southwest portion of Irvington to Central Avenue where it terminated on a turn table on the south side of the Pennsylvania Railroad tracks. The company began service in 1875, with five mule or horse drawn streetcars that traveled between Irvington and Indianapolis per day.³²⁴ The rails were constructed of wood with steel strips on

³²⁰ Cottman, "A Historical Sketch of Irvington, Indiana," 150.

³²¹ Diebold and Society, 12.

³²² Ibid., 24.

³²³ Marlette, 201; Sehr: 318.

³²⁴ Marlette, 12, 201.

top.³²⁵ The early construction of the rails was so flimsy that routes had to be suspended during the winter. In 1876, Irvington residents pooled their resources to repair the issues with the tracks. After final repairs in 1876, the street cars ran every other hour until eleven o'clock at night.³²⁶

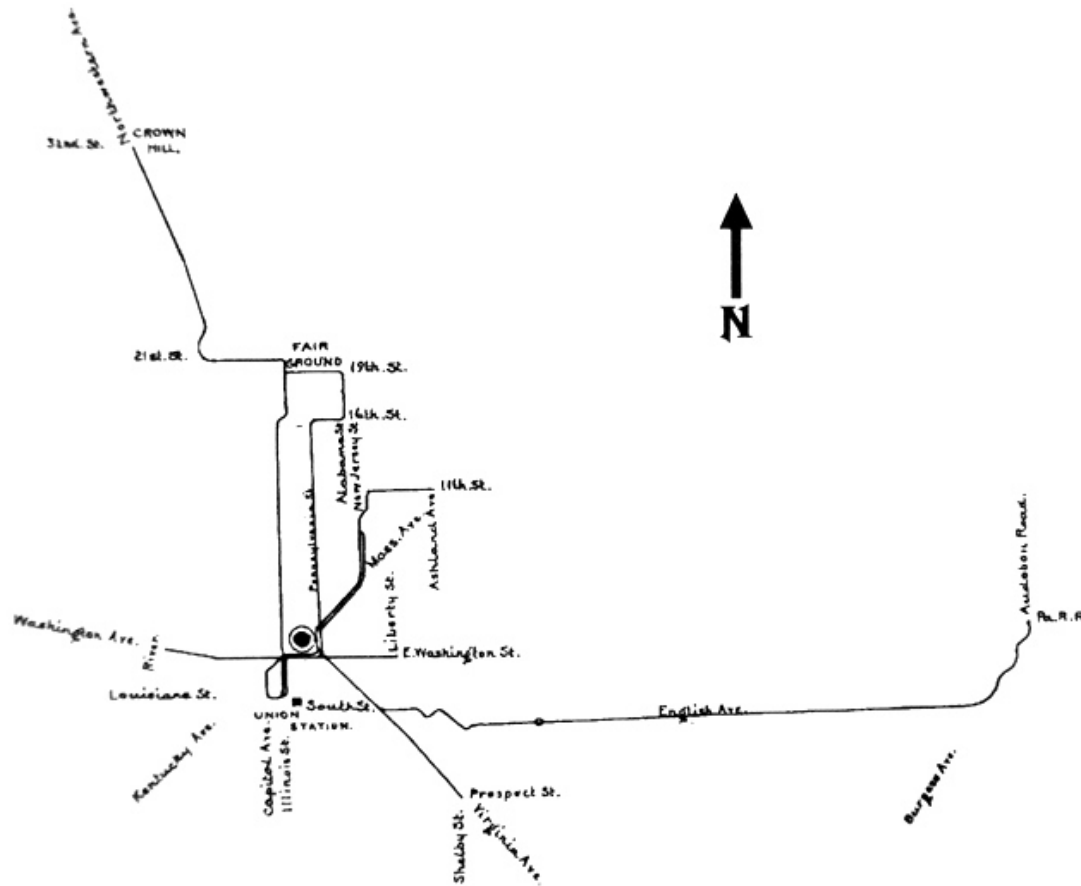


Figure 29: Citizens Street Railroad lines, 1875.³²⁷

The English Avenue line connected Irvington with Indianapolis.

The Irvington Town Board also knew that a quality school would help attract homeowners to the new town. During the Sandusky Era the Mount Zion District School (School IV) was located at the southwest corner of Arlington and Pleasant Run Creek. A few

³²⁵ Wayne Guthrie, "Paper Preserves Streetcar Lore," *Indianapolis News*, Mar. 9 1967.

³²⁶ Marlette, 201-202.

³²⁷ Ibid., 12.

Irvington high school students attended this school until Irvington built their own school.³²⁸ In 1873 and 1874, \$25,000 in school bonds were issued to build a brick schoolhouse that was located southeast of Irving Circle.³²⁹ This location was ideal because the park was served as the facility for many outdoor nature lessons.³³⁰ A large playground was also located east of the school building.³³¹ This focus on environmental education further demonstrates Irvington's pastoral ideals.

In addition to childhood education, Irvington was founded with an emphasis in collegiate education. The north circle was designed to be the site of a female college. During the same time that Irvington was being established, Northwestern Christian University in Indianapolis was looking to take advantage of the real estate market and increase its financial standing by selling their campus that was located on College Avenue. This way Northwestern Christian University "could pay better salaries, employ more teachers and establish additional colleges."³³²

Irvington, along with many other suburbs and neighborhoods, wanted Northwestern Christian University to move to their community. In 1873, Northwestern Christian University accepted an offer from Irvington of \$150,000 and twenty-five acres. The college moved in 1875, when the two-story brick college building with steam heat was completed and dedicated. Northwestern Christian University was located on the Irvington mule car line, which was attractive to many students³³³ while the clean alcohol-free environment was

³²⁸ Downey, 3.

³²⁹ Sehr: 318.

³³⁰ Cottman, "A Historical Sketch of Irvington, Indiana," 154.

³³¹ Downey, 3.

³³² Hilton U. Brown, *A Book of Memories* (Indianapolis, IN: Butler University, 1951), 59.

³³³ Marlette, 201.; Dunn, 435.; Cottman, "A Historical Sketch of Irvington, Indiana," 151.

attractive to parents.³³⁴ The college opened in Irvington for the 1875-1876 school year on a plot of land bordered by the two railroad tracks on the north and south, Emerson Avenue on the west, and Butler Avenue on the east. A board fence enclosed the front lawn of the college building in order to keep out livestock. The college president Otis Burgess, planted many young trees to develop a grove that would screen the front of the college.³³⁵ The panic of 1873 hit the Indianapolis area a couple years later. In 1875, Northwestern Christian University's president Ovid Butler was not in favor of the move because of the current financial instability. He did not stand in the way of the move and actually contributed more funds to support the school. Against his favor, the school was renamed Butler University in 1877.³³⁶

Having a college in Irvington fulfilled Julian and Johnson's desires for a place of higher learning, provided employment, and attracted new residents.³³⁷ The college's influence on the community was tremendous. As soon as Irvington was chosen for the new location for Butler, the farmlands around Irvington were speculated and platted for development.³³⁸ Very shortly after the college moved, the land prices rose, additions were built on the west side (particularly southwest) of Irvington and many homes were built. Furthermore, the town's civilized culture was enhanced and Irvington became known as the "Classic Suburb."³³⁹

Irvington's early years were a boom. In 1874, forty-one families lived in Irvington, east of Emerson (Warren Township). Their occupations included everything from farmers, tollgate keepers, butchers, grocers and contractors to physicians, real estate brokers and lawyers. Of the forty-one families, twenty-three of these were farmers. Additionally, eleven of the families

³³⁴ Brown, *A Book of Memories*, 59-60.

³³⁵ Ibid., 71.

³³⁶ Ibid., 60-61. In 1896; the name was changed to Butler College

³³⁷ Sehr: 320.

³³⁸ Brown, *A Book of Memories*, 60.

³³⁹ Cottman, "A Hoosier Arcadia," 102.

(approximately 27%) moved to Marion County between 1870 and 1874. Of these eleven, three were farmers.³⁴⁰ This indicates that Irvington was growing with a diverse group of people, with the upper-classes most recently arriving in Irvington.³⁴¹

However, this initial boom and success with landing Northwestern Christian University was not long-lived.

The aftermath of the panic of 1873 seems to have reached Irvington rather tardily; but it came. After five or six years of booming and high realty values, things collapsed with the proverbial 'dull, sickening thud,' and for years they stayed 'collapsed.' Houses and lots once fancy-priced could be had at pretty much the purchasers' own terms; platted areas became obliterated by weeds, and numerous tracts fenced in for cow pastures patterned the town with barbed wire entanglements. Meantime Irvington had grown from a village to a town, but not exactly along the lines anticipated by the founders. The increase of population, some of it caused by the coming of the college, represented in the main people of modest means who could not hope to own \$6,000 homes with generous, beautified surroundings.³⁴²

Irvington was forced to subdivide its lots and open its doors for renting to the middle-class. In 1875, nearly every house in Irvington was being rented out at a premium even though many of these did not even have well or cistern water. The financial panic of 1873 hit Irvington hard between the years of 1875 and 1877. Rents dropped to 25% of the prices in 1875, and many owners defaulted on their mortgages.³⁴³ In 1876, Irvington had two hundred residents,³⁴⁴ but by 1880, Irvington had grown to 652 residents.³⁴⁵

³⁴⁰ Cline & McHaffie, *The People's Guide: Directory of Marion Co., Ind.* (Indianapolis: Indianapolis Printing and Publishing House, 1874).

³⁴¹ Sulgrove, 622.

³⁴² Cottman, "A Hoosier Arcadia," 102.

³⁴³ Cottman, "A Historical Sketch of Irvington, Indiana," 152; Downey, 2.

³⁴⁴ L. Muncie and Irvington Historical Society, *Irvington Stories* (Indianapolis: Irvington Historical Society, 1992), 26.

³⁴⁵ Sehr: 327. Dunn, Greater Indianapolis, I, 439; Census Office, Department of the Interior, Compendium of the Eleventh Census: 1890, Part I: Population (Washington, D.C., 1892), 137. The factories spurred population more than the university; in 1890 Brightwood had a population of 1,387 while Irvington's population was only 650. Although the United States entered a depression in 1893, Indianapolis grew throughout the decade; see Robert G. Barrows, "A Demographic Analysis of Indianapolis, 1870-1920" (Ph.D. dissertation, Department of History, Indiana University, 1977), 27-32.

Irvington's boom in the first half of the 1870s created a very pleasant landscape. The business district of the town center was located around the railroad depot and was filling out. It consisted of two-story brick and frame buildings that housed country stores, drugstores, a butcher shop and others.³⁴⁶

Early homeowners took extraordinary efforts to beautify their new estates. "With the first-comers generally floral beautification seems to have been an aspiration and a delight, for we are told by a reminiscent writer of 'old-fashioned flower beds designed as stars, crescents and triangles, and gorgeous in mid-summer with geraniums, verbenas, cigar plants, touch-me-nots, fuschias, heliotropes, tuberoses' and so on, while another says 'it seemed that every lady spent hours daily during the summer months digging in her flower beds and arranging bouquets to send sick neighbors.'"³⁴⁷

Irvington's natural pastoral landscape was visible and very much enjoyed by school-age children. Hilton Brown describes the landscape of Pleasant Run Creek "full of clear water-and hornyhead suckers. White-barked sycamores shaded the stream, and in adjoining forest there were "chinkapin" oaks and wide-spreading beeches throwing out sheltering arms to sunburnt cattle and giving sanctuary to barefoot children."³⁴⁸

Robert Downey remembered a deep football field-size pond that was located "a half mile east of Central Avenue that was south of the railroad tracks." He states that the Pennsylvania Railroad used it for putting up ice. The ice house disappeared in 1876. The pond was a very popular place for skating in the winter.³⁴⁹ This pond has been filled in and is believed to have

³⁴⁶ Downey, 2.

³⁴⁷ Cottman, "A Hoosier Arcadia," 98.

³⁴⁸ Brown, *A Book of Memories*, 276.

³⁴⁹ Downey, 3.

been located in the open area behind the lots along the north side of Dewey Avenue between Good Avenue and Arlington Avenue, about one-quarter mile east of Central Avenue.

Additionally, the land west of Ritter Avenue where Julian Avenue intersected Ritter was “open meadow criss-crossed by several paths which led largely to the home of President Scott Butler, now the corner of Julian and Downey Avenues.”³⁵⁰ The land east of Butler Avenue, which was a country lane, was a swamp that was crossed by a planked boardwalk, “un-nailed and treacherous.”³⁵¹ Overall, the town was scattered with houses and large yards surrounded by fences because village livestock wandered throughout the community. There were few sidewalks and no streetlights during this time as well.³⁵²

By 1884 Irvington was 450 acres³⁵³ and by 1889 Irvington was approximately 890 acres and contained many subdivisions and additions. The *Atlas of Indianapolis and Marion County* indicates four subdivisions, four additions east of Arlington Avenue and fifteen additions west of Ritter Avenue.³⁵⁴ Irvington was growing out and the lots were getting smaller. Many of the subdivided lots were less than one-half acre in size.

³⁵⁰ Ibid., 4.

³⁵¹ Brown, *A Book of Memories*, 67.

³⁵² Cottman, "A Historical Sketch of Irvington, Indiana," 153-154.

³⁵³ Sulgrove, 621.

³⁵⁴ Carpenter.

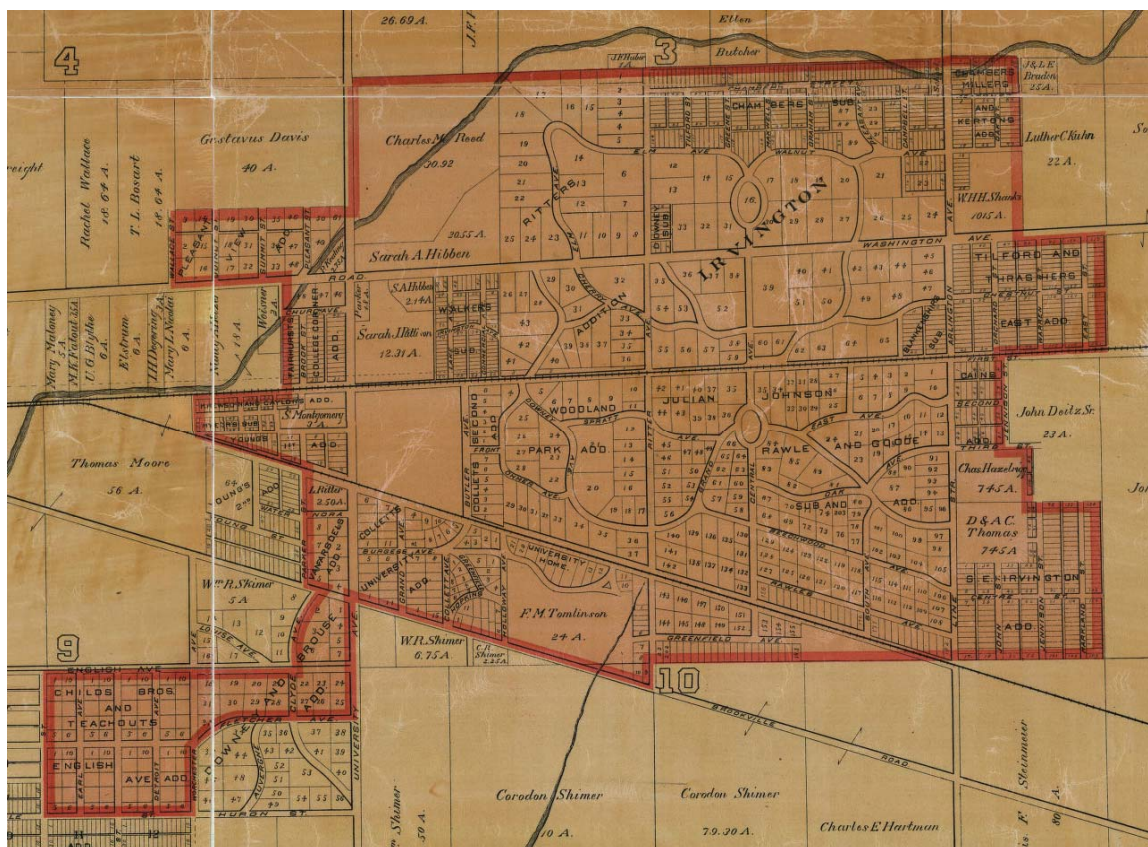


Figure 30: Map of Irvington indicating subdivisions and additions, 1889.³⁵⁵

After a few years of struggling through financial troubles in the late 1870s Irvington was stable through the 1880s and blossomed once again in the 1890s. A number of improvements helped bolster Butler University's and Irvington's growth. The most notable of these improvements were natural gas and electricity from Indianapolis.

In 1888, Irvington residents and Butler College officials requested that The Citizens Company install a direct streetcar line from downtown Indianapolis in order to save time over the meandering line operated by the IS&I Rail Road Company. The Citizens Company hesitated at first, but proceeded with the project when the Irvington group offered them \$6,500 with the understanding that the line would be completed by the fall of 1888, with up to 40 passengers

³⁵⁵ Ibid.

riding every hour. In 1889, the Marion County Commissioners acquired the Cumberland Gravel Road and granted The Citizens Company a right-of-way along the south side of the road to Irvington, although the company was already operating the line to Irvington. In 1890, for five months, The Citizens Company ran two storage battery cars on the Irvington line, but returned to mule or horse drawn cars when the batteries gave out. The Washington Street line went east on Washington Street then turned south on Central Avenue to a turntable on the north side of the Pennsylvania Railroad tracks.³⁵⁶

After a number of failed attempts with battery and dummy (steam locomotives that resembled passenger cars) street cars, The Citizens Company finally settled on an electric overhead street car line to Irvington. This is significant because it brought the first adequate streetcar service to Irvington in late 1891.³⁵⁷ The Citizens Company line to Irvington had a very rough start. A major accident occurred on January 24, 1891, when a number of procedural, operational and mechanical issues caused the dummy to derail and killed a young girl. The Citizens Company paid the Irvington community \$13,000 for inadequate service and returned to mule cars in mid-1891.³⁵⁸

The first overhead line electric streetcars in Indianapolis ran from Union Station to Crown Hill Cemetery in early 1890. The electric lines consisted of an iron pole between the double tracks to hold the lines above the street cars.³⁵⁹ The Citizens Company line on East Washington Street was so popular that in 1889, the IS&I Rail Road Company cut its service back to the barn at Kingsbridge Street and in 1892, IS&I Rail Road Company abandoned the line.³⁶⁰

³⁵⁶ Marlette, 23.

³⁵⁷ Ibid., 24-25.

³⁵⁸ Ibid., 24-25.

³⁵⁹ Ibid., 29.

³⁶⁰ Ibid., 202.



Figure 31: View of center pole overhead electric lines, circa 1905.

Source: Indiana Historical Society (Bass Photo 4363)³⁶¹

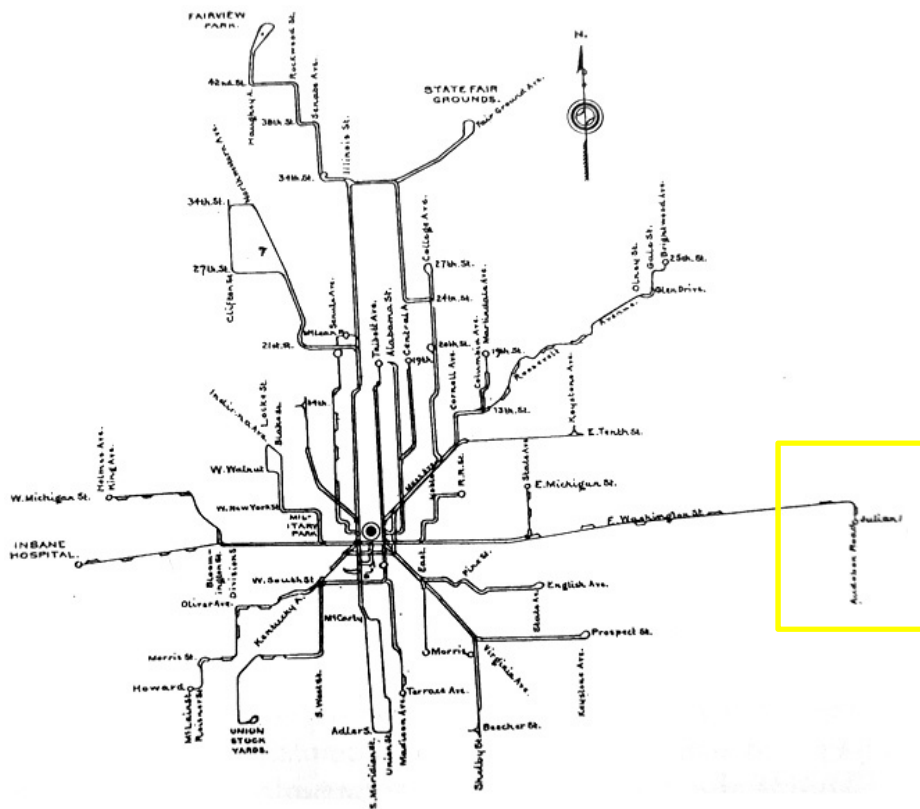


Figure 32: Citizens Street Railroad lines, 1892. Shows East Washington line going to Irvington, highlighted in yellow.³⁶²

³⁶¹ Ibid., 63.

In 1890, Butler's campus grew to include a Science Hall with an observatory, dormitory, library and athletic field. After 1903, a new heating and light plant was constructed with a small gymnasium.³⁶³ In 1893, natural gas and electricity came to Irvington. The Irvington Town Board provided a \$10,000 subsidy for an electricity line to be installed down Washington Street and a \$20,000 incentive to the gas company for a natural gas line. Over thirteen miles of gas lines were installed in Irvington's streets.³⁶⁴ These improvements, along with better transportation from The Citizens Company line, encouraged more people to live in the suburb because it had urban conveniences.

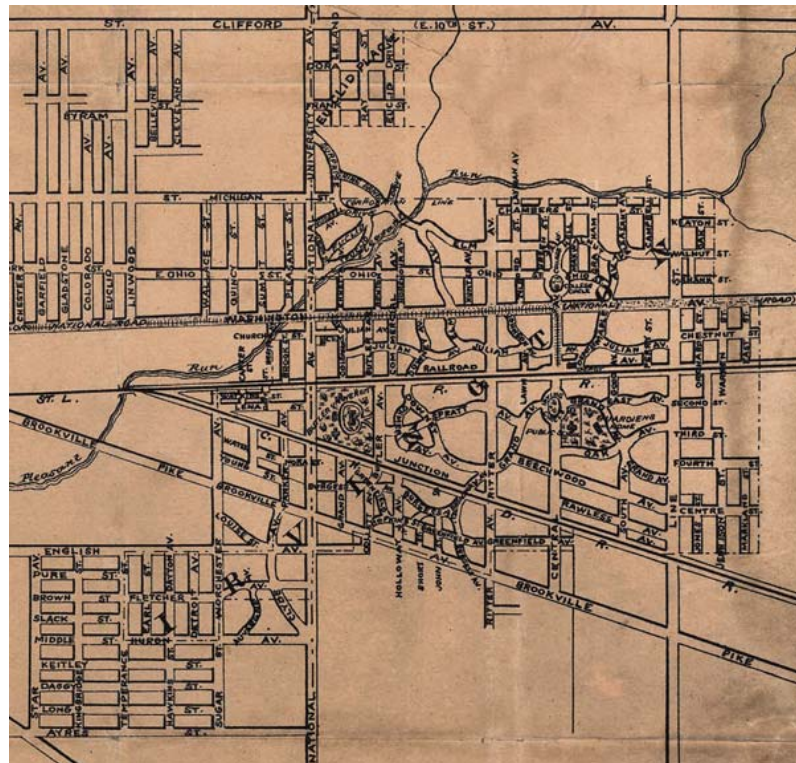


Figure 33: Map of Irvington indicating roads, boundary, railroad and streetcar lines, 1899.³⁶⁵

³⁶² Ibid., 33.

³⁶³ Brown, *A Book of Memories*, 89.

³⁶⁴ Diebold and Society, 49.

³⁶⁵ Fred Dessecker and Theo. Sandstrom, "Bicycle & Driving Map of Indianapolis," (Indianapolis: Topographical Maps & Survey, Co., 1899).

Subsequently, many more homes were built, streets were improved and sidewalks were built during the 1890s.³⁶⁶ One example is the Brown residence. In 1891, Hilton Brown, Sr. purchased the plot of land at the southwest corner of National Avenue (now Emerson Avenue) and Washington Street because it fit his criteria: “hilly ground with good trees and a stream of water.” The property was formally occupied by the Weesner and White families who had a house that was one of the first in the area. Brown purchased this land through C. W. Brouse, who was the Irvington real estate agent at the time. Brown constructed the first floor of his residence out of boulders collected from Pleasant Run Creek and planted over one hundred apple trees and fifty peach trees. The most notable aspect of his property was the Emerson side of the hill that became known as “Brown’s Hill” and was used for sledding in the winter and Easter egg rolling in the spring. Brown stated, “If it can be done, [he] hopes to perpetuate the pleasure the “Hill” has already afforded to three generations.”³⁶⁷ Unfortunately, this was not the case and a service station was constructed there by 1972. Appropriately, the creek stones were moved to Washington Park Cemetery for landscaping around the lake.³⁶⁸

In 1897, the Irvington Town Board planned to pave Washington Street with bricks. The Irvington Town Board attempted to finance this project with bonds, but the project was not completed because residents were uncomfortable with financing the high cost of the project.³⁶⁹ This attempted improvement, along with the electric streetcar, clearly indicates the shift in Irvington’s central business district from the Pennsylvania railroad depot to the Washington Street corridor.³⁷⁰ This development was typical in American towns. The electric streetcar spurred commercial development and multi-story apartment buildings along corridors because of its

³⁶⁶ Cottman, "A Historical Sketch of Irvington, Indiana," 154.

³⁶⁷ Brown, *A Book of Memories*, 287.

³⁶⁸ Diebold and Society, 52.

³⁶⁹ Ibid., 23.

³⁷⁰ Center.

frequent stops and short intervals. Suburbs began to take on rectilinear forms with commercial strips in the center and residential development taking place on secondary roads behind the commercial centers.³⁷¹ In addition to Irvington's growth along Washington Street, Indianapolis was growing eastward along that corridor and connecting with cities and towns further east.

On May 3, 1899, the Citizens Railway Company gave over all of its ordinances and real property to the Indianapolis Street Railway Company.³⁷² In 1900, the East Washington route no longer went to the Pennsylvania Railroad, but was rerouted to continue east on Washington Street to Arlington Avenue.³⁷³

³⁷¹ Ames, McClelland, and Places, 20.

³⁷² Marlette, 44.

³⁷³ Ibid., 244.

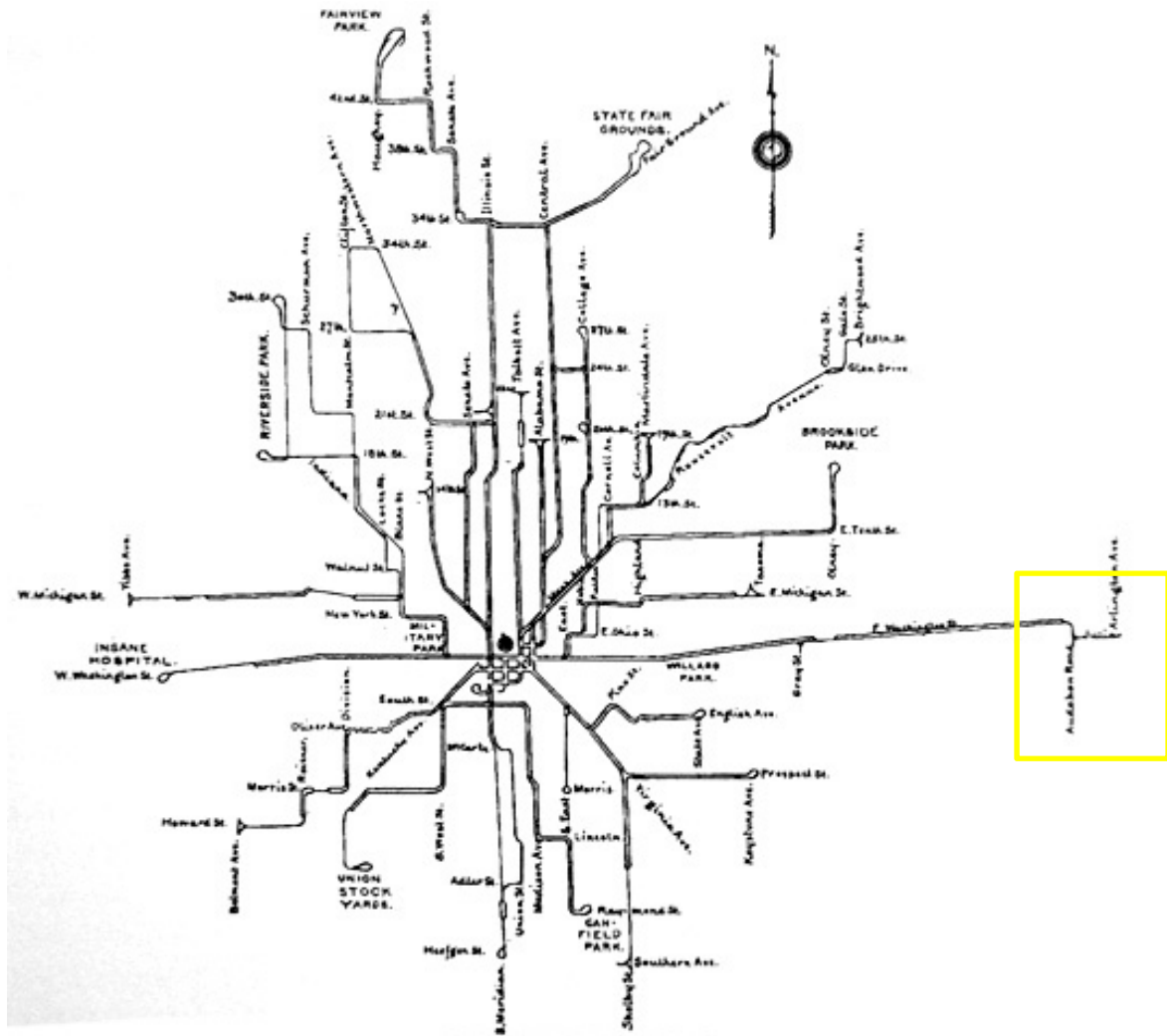


Figure 34: Citizens Street Railroad lines, 1900. Shows East Washington Line going to Irvington located to the far east and highlighted in yellow.³⁷⁴

In June of 1900, the Indianapolis & Greenfield Rapid Transit Company established transit between Indianapolis and Greenfield by extending the East Washington Street city car line east of Irvington to Greenfield.³⁷⁵ This line later became part of the Terre Haute Indianapolis and Eastern (THI&E) interurban line.³⁷⁶

³⁷⁴ Ibid., 48.

³⁷⁵ George K Bradley, *Indiana Railroad the Magic Interurban* (Chicago: Central Electric Railfans' Association, 1991), 19.

³⁷⁶ Center.

Irvington's growth during the 1890s was tremendous even though the town lacked a few necessities, such as paved roads, a high school, and water service. If the town desired further growth, it would have to provide these additional necessary amenities. The incomplete paving of Washington Street in 1897 indicates that the town could not afford to provide better quality streets or other services,³⁷⁷ even though its tax rate was fourteen percent higher than the tax rate in Indianapolis. Irvington was taxing \$2.26 per \$100 of assessed value, while Indianapolis was taxing only \$1.95 per \$100. Irvington was also attracting students of all ages but still lacked an educational facility for high school students.³⁷⁸

Finally, the town suffered devastating fires during the nineteenth century because it merely relied on a bucket brigade. In 1898, the original Irvington school, located southeast of Irving Circle, burned to the ground and relocated 330 children to study above Moore's Hall located near the depot.³⁷⁹ At this point, Irvington had no choice. The town took out bonds and quickly rebuilt the school house.

Irvington did not want to continue in this direction. Residents wanted a complete water service for its ability to save structures from devastating fires and to provide adequate water service, rather than relying on private wells. These issues were constantly debated in the Irvington Town board. Everybody wanted progress but disagreed about how to achieve progress. Some wanted the town bonded, while others wanted to consent to annexation by Indianapolis. The severe loss of the school was the last straw that spurred Irvington to begin discussions with Indianapolis regarding annexation in 1901.³⁸⁰ Hilton Brown, Sr. was on the Irvington Town

³⁷⁷ About that same time, there was also a failed attempt to establish a boating pond on Pleasant Run near Arlington Avenue.

³⁷⁸ Diebold and Society, 64.

³⁷⁹ Muncie and Society, *Irvington: Three Windows on Irvington History*, 29.

³⁸⁰ Cottman, "A Hoosier Arcadia," 111-112.

Board during that time and stated that Irvington would have gone bankrupt if it had to establish its own modern fire department.³⁸¹

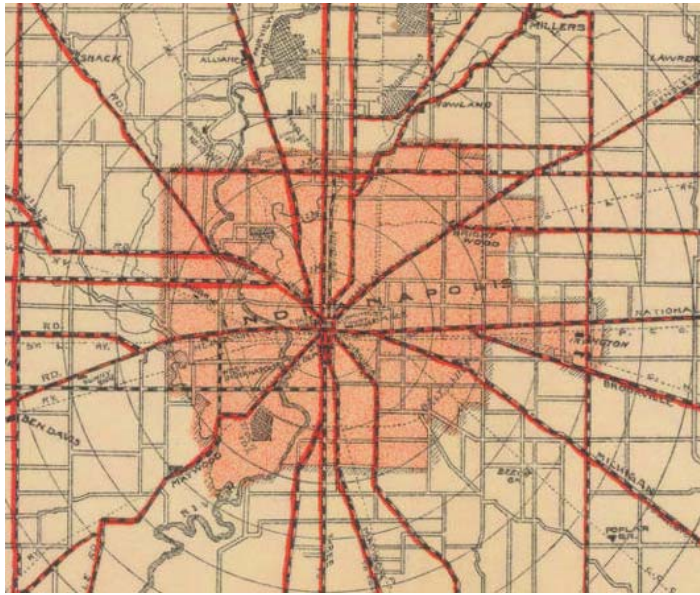


Figure 35: Mendenhall's Road Map of Indianapolis, 1901.

Interestingly, this map indicates Irvington within the city limits of Indianapolis.

8.3 BUTLER ERA: URBAN COMMUNITY (1902-1928)

In addition to Irvington's need for a quality fire service and other amenities, Indianapolis was pressuring Irvington to merge with the growing city. Indianapolis had already annexed other suburbs in the nineteenth century such as Brookside and Brightwood. Indianapolis knew that Irvington had high property values that would be an economic benefit to the city. This "ability of cities to absorb towns is what Jackson calls 'the crabgrass frontier' was essential to the growth of cities."³⁸²

"On December 2, 1901, an ordinance was introduced for the annexation of both Irvington and the interjacent territory, which was passed on February 7, 1902, and approved February 17.

³⁸¹ Brown, *A Book of Memories*, 291.

³⁸² Sehr: 306.

Irvington had no debt when annexed but its school house bonds, \$19,000, and these were assumed by the city.”³⁸³ Indianapolis annexed the following land: “The north boundary was the first alley north of Michigan; west boundary was Emerson; south boundary was the right of way of the Cincinnati, Hamilton and Dayton Railroad, and the east boundary was a few blocks east of Arlington Avenue.”³⁸⁴

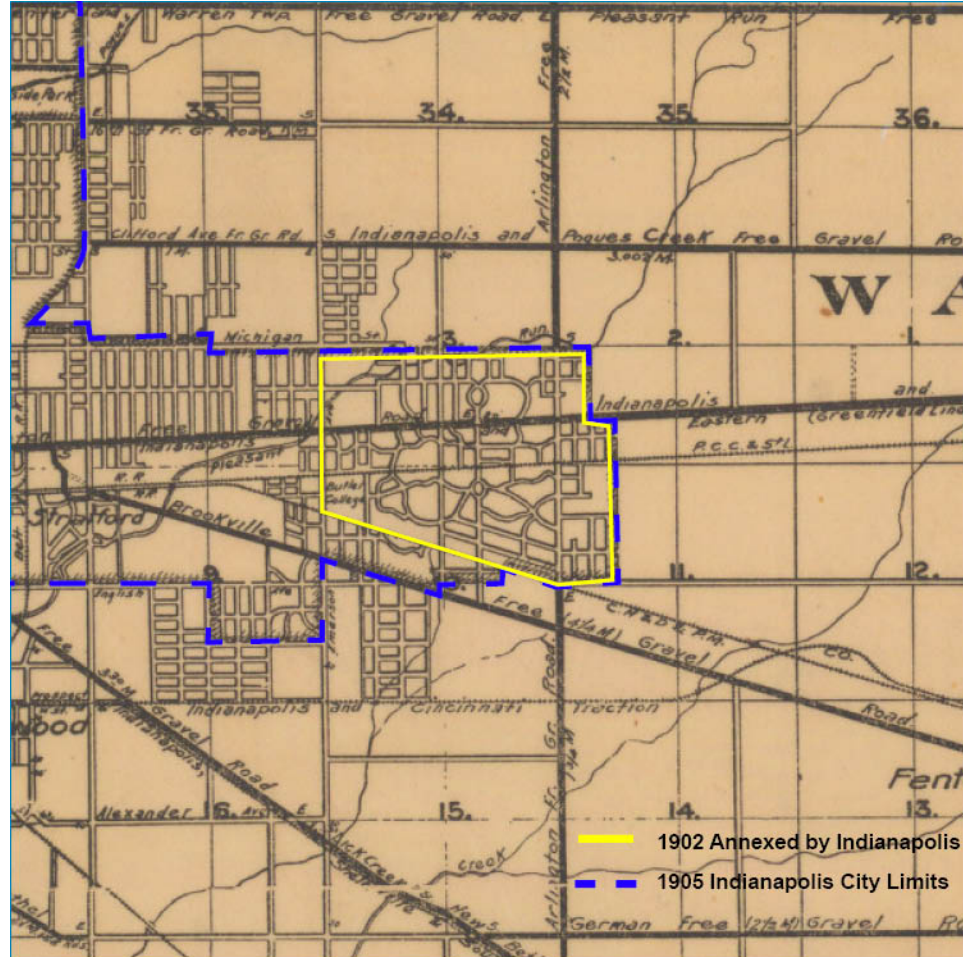


Figure 36: Map of annexation.³⁸⁵

³⁸³ Dunn, 436.

³⁸⁴ "Irvington Annexed to Indianapolis," *Eastside Herald*, Oct. 9 1980.

³⁸⁵ Thomas W. Palmer, "Official Road Map Fo Marion County, Indiana," (Indianapolis: Indianapolis Map & Platting Co., 1905).

Despite annexation, Irvington maintained its distinctiveness and independent environment longer than any other suburb of Indianapolis, even though other suburbs were not annexed by Indianapolis until much later. Irvington was still viewed as a town through the teens. E.J. Hecker refers to it as town in his book, *Just Irvington*, which was published in 1913. In this writing, Hecker encourages the people of Irvington not to be swallowed up by the City of Indianapolis but to maintain the town's community spirit.³⁸⁶ At the close of his book, Hecker writes, "As to Irvington – it is getting bigger every day. Let us not with growth lose the old feeling of neighborliness and mutual good will and concern for each other's welfare. If we do, Irvington will become merely a curiously contorted place on the map instead of a distinctive Little City of Homes."³⁸⁷ As Irvington evolved post annexation, it simply developed into a unique neighborhood within the City of Indianapolis.

With Irvington's annexation, Indianapolis promised a number of amenities, namely a quality water connection, a fire station, a new high school and development of Ellenberger Park. Ironically, in January 1903 following annexation, the recently rebuilt school once again burned to the ground. The city responded quickly by building a new fire station at the northwest corner of Ritter Avenue and Washington Street and a new school across the street from the fire station.³⁸⁸ This school is extant and was originally named the Irvington School until it changed its name to the George Washington Julian School in 1930. It was located on land purchased from Dr. Levi Ritter who had a large frame house on Lot 32 of his addition.³⁸⁹ The city built the new school at the corner of Ritter Avenue and Washington Street because it was considered to be the central location in Irvington. The school was set back due to concern that the loud clanking streetcars

³⁸⁶ Hecker.

³⁸⁷ Ibid., 31.

³⁸⁸ Center.

³⁸⁹ Downey, 3.

would disrupt classes.³⁹⁰ The grounds contained many mature elm trees and the house located at 5527 East Washington Street was retained, rented and converted into classrooms until an addition could be made in 1922.³⁹¹

Butler University was also growing just after the turn of the twentieth century, and expanding its campus east across Butler Avenue. Parents of 1899 graduate Bona Thompson donated funds for the Bona Thompson Memorial Library to be built west of the Downey Avenue and University Avenue intersection in 1903. Meanwhile, the Thompsons were living across the intersection in the James Downey house. The Bona Thompson Memorial Library also doubled as Irvington's first public library until a public library was opened on Washington Street near Ritter Avenue in 1914.

In 1905, William Irwin, a major contributor to Butler University, donated land located between the Baltimore and Ohio Railroad tracks, University Avenue, Butler Avenue and Ohmer Avenue for athletic facilities for the university, which permitted the sports of football, baseball and track. Additionally, a College of Missions was constructed a few years later to the west of the Bona Thompson Memorial Library. These two building remain extant.³⁹²

Besides the new school and fire station, Indianapolis made a number of improvements to Irvington's streetscape both below and above ground. Below the streets, new water pipes were installed for fire protection and residential water use. Above ground, Indianapolis paved the streets with bricks and installed stone curbs. Indianapolis also installed sidewalks and the first street lights. Indianapolis provided new water pipes under the center lines of roads. These water

³⁹⁰ Brown, *A Book of Memories*, 291.

³⁹¹ L. Muncie, *Irvington Album: A Collection of Historic Photographs of the Irvington Community* (Indianapolis: Toni James, 1994), 28-29.

³⁹² Diebold and Society, 137-142.

pipes ranged in diameter from five to ten inches on the side streets and were sixteen inches in diameter down Washington Street.

Before annexation, Irvington's streets were primarily dirt and gravel roads. Washington Street is believed to be paved in the early Twentieth Century. The 1905 Official Road Map of Indianapolis indicates that Washington Street was a "free gravel road" at that time.³⁹³ By 1915, most of Irvington's streets were paved with brick.³⁹⁴ Many of the bricks were made in Brazil, Indiana, in Clay County by the Indiana Block Company.³⁹⁵ Clay County was known for its abundance of high quality clay to make bricks. Most of the bricks in Irvington's streets remain, however, only a few streets have not been paved over. The remaining brick streets are Irvington Avenue, Whittier Avenue, Layman Avenue and Bonna Avenue.³⁹⁶

Beyond street materials, many of the street names were changed after annexation. Brown was on the Irvington Town Board when he suggested that the streets be renamed to honor writers.

"There were a few exceptions of streets named for old timers that had either laid out the streets in the first place or had lived in Irvington in the early days. So some of the names remained as before – Johnson, Ritter, Julian, Downey, Shank, Rawles, etc. Other streets were given the names of authors: Lowell, Spencer, Emerson, Dequincy, Audubon, Bancroft, Hawthorne, Whittier, Riley, etc. There was a departure in one instance: A street that at the time seemed as remote as the stars, though now pleasantly occupied its full length, we named Orion Avenue."³⁹⁷

Along with brick pavers, the City of Indianapolis installed limestone and sandstone curbs and granite corner curbs. The limestone curbs are pieces of limestone that are four inches thick, six feet seven inches long and approximately ten inches tall. They are almost all extant and

³⁹³ Palmer.

³⁹⁴ Diebold and Society, 24.

³⁹⁵ Ibid., 24.

³⁹⁶ Ibid., 24.

³⁹⁷ Brown, *A Book of Memories*, 292.

continue to line most of Irvington's Streets. However, many of the granite corner curbs have been replaced with concrete and handicap accessible sidewalk ramps.



Figure 37: Limestone curb and brick gutter.



Figure 38: Sandstone curb.



Figure 39: Granite curb corner.

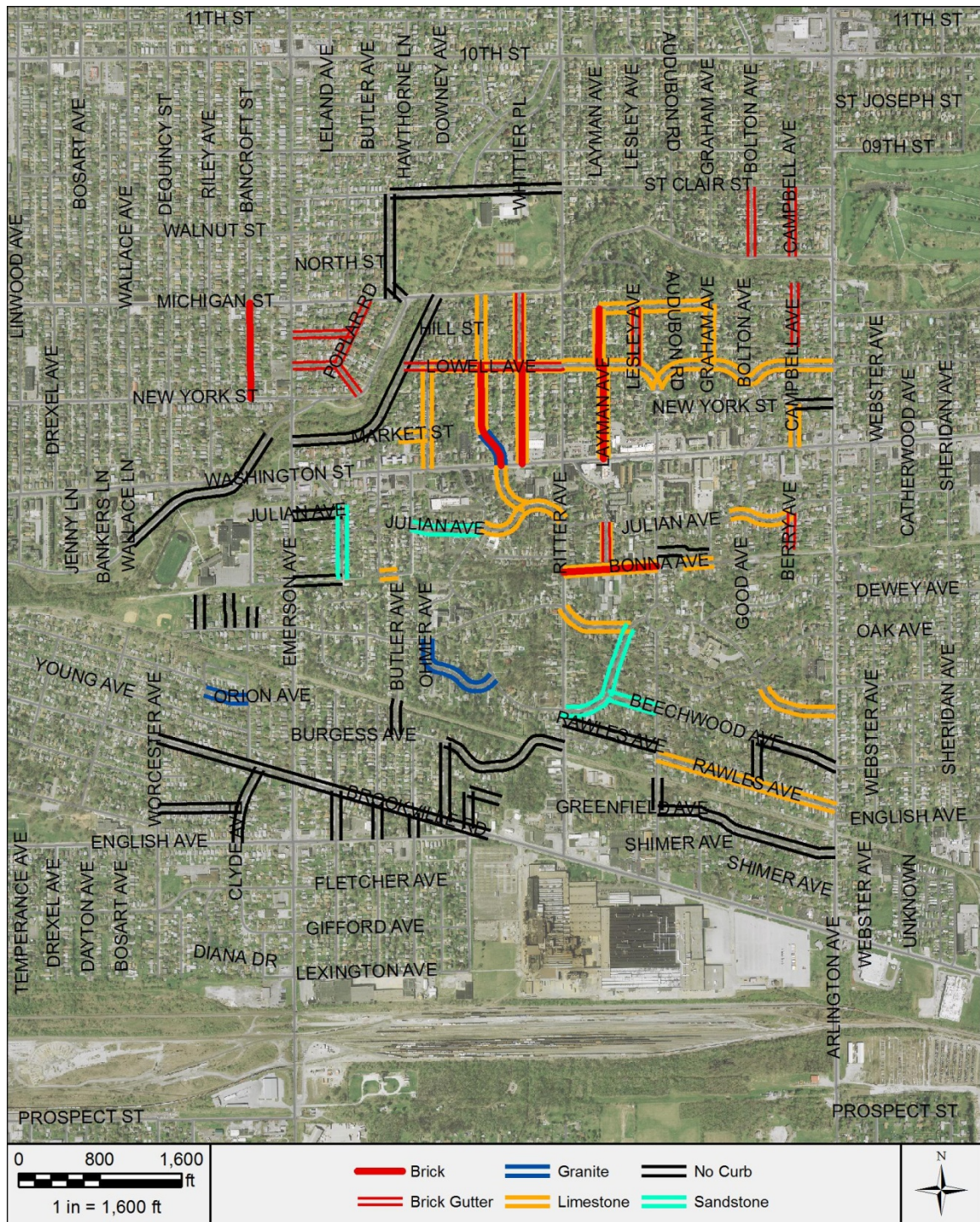


Figure 40: Map of surveyed historic street materials

The city later installed street lamps in Irvington in conjunction with the development of the Parks and Boulevard System during the 1910s and 1920s. The original carbon arc lights were placed at each street corner.³⁹⁸ These lights were later switched for electric columnar cast metal light fixtures topped with acorn globes and additional lights placed between corners.³⁹⁹ The only one that remains is located at the Irvington Historical Society at the Bonna Thompson Center.

In addition to the streetscape improvements, Irvington was developing into a pleasantly landscaped neighborhood. Evan Cottman was born in Irvington in 1902, just before annexation, and graduated from Butler University in 1925. He intended to write a book about his childhood experiences in Irvington, but only his notes to the first chapter were found and published by the Irvington Historical Society in 1990. In 1970, Cottman describes Irvington during the first quarter of the twentieth century “to be just about the closest thing to Utopia that one could ever find in this imperfect world.”⁴⁰⁰ The town had mature trees, big yards, and sidewalks with a grassy strip on every street. The large trees planted in the grassy strips arched over the roadways and created a “leafy arcade.” Silver maples were the predominant street trees. Other street trees include sycamores, elms and Carolina poplars. Cottman states that poplars were not good trees because they grew too tall, were not broad and were messy. There were also many wild cherry trees in Irvington which put on a delightful spring show.⁴⁰¹ Many of Irvington’s mature trees are the trees that were planted in the 1870s.

³⁹⁸ Cottman, Muncie, and Society, *Oh Little Town of Irvington: Early Twentieth Century Irvington as Seen through the Eyes of a Small Boy*, 3; Diebold and Society, 26.

³⁹⁹ Diebold and Society, 26.

⁴⁰⁰ Cottman, Muncie, and Society, *Oh Little Town of Irvington: Early Twentieth Century Irvington as Seen through the Eyes of a Small Boy*.

⁴⁰¹ *Ibid.*, 2-3.



Figure 41: Mature cherry tree on Lowell Avenue.

Cottman went on to state that the houses were usually set back off the street on large well-kept yards with green lawns, shrubs and flowers. Fruit trees were also abundant.⁴⁰² Most homes in Irvington were two-story late Victorian and early twentieth-century dwellings. Cottman wrote that there were no palaces or slums but that Irvington was a very comfortable place.⁴⁰³ The

⁴⁰² Ibid., 3.

⁴⁰³ Ibid., 3.

people were intellectuals, educators and moral citizens and many were connected to Butler College.⁴⁰⁴

In 1904, Meredith Nicholson presented Indianapolis in a favorable light in her article that was published in *Atlantic Monthly*. She stated that Indianapolis was a pleasant place to live where the people are sensible and well educated. It was a place that lacked extravagance, but offered many amenities. She mentioned the prominence of Washington Street many times in her article.⁴⁰⁵

It is likely that the City of Indianapolis realized the commercial potential of Washington Street and desired to annex Irvington for its development potential there. Indianapolis quickly developed this corridor by locating the fire station and school on Washington Street near Ritter Avenue. This intersection of Ritter Avenue and Washington Street became the commercial center of Irvington, located about a quarter of a mile northwest of its original center.

During the 1910s, many other businesses moved into the area along Washington Street.⁴⁰⁶ Shortly after 1911, the Charles Cross house which was located on a large yard at the southeast corner of Washington Street and Ritter Avenue was moved farther south and rotated to face Ritter Avenue in order to make way for a new bank. During the same time, another bank was being built on Whittier.⁴⁰⁷

The post office located was at the northeast corner of Ritter Avenue and Washington Street with George Russell was the postmaster. The Wessner's drug store located at the northwest corner of Ritter Avenue and Washington Street was the place to purchase ice cream and sodas.⁴⁰⁸

⁴⁰⁴ Ibid., 1.

⁴⁰⁵ Meredith Nicholson, "Indianapolis: A City of Homes," *Atlantic Monthly* 1904.

⁴⁰⁶ Hecker, 24.

⁴⁰⁷ Cottman, Muncie, and Society, *Oh Little Town of Irvington: Early Twentieth Century Irvington as Seen through the Eyes of a Small Boy*, 17.

⁴⁰⁸ Ibid., 9.

Karne's Grocery was also located on Washington Street between Whitter Street and Ritter Avenue.⁴⁰⁹

In 1913, Hecker recorded the various commercial businesses that were located in Irvington. There were several grocers, two banks, three drug stores, a dry goods store, the Irvington Feed store, a bakery, confectionery, hardware store, sheet metal works, two plumbers, two electricians, shoe repair shop, decorating company, jeweler, printers, coal supplier, tailor and cleaners, two garages, realtors and builders.⁴¹⁰ The Irving Theater was constructed at the southwest corner of Washington Street and Johnson Avenue, around 1915.⁴¹¹ Additionally, the 1915 Sanborn map indicates a number of commercial establishments located there which included the public library and plumbing store.

The growth along Washington Street was a direct result of transportation improvements with the electric street cars. As the transportation became more reliable, commercial nodes further developed along Washington Street near transportation stops. Secondary arteries, such as Tenth Street and Prospect Avenue, also grew. Irvington began to service surrounding neighborhoods with secondary roads such as Emerson, Ritter and Arlington Avenues.⁴¹²

Cottman recalled that the main mode of transportation between Irvington and Indianapolis was by electric streetcars and that the service was not reliable. Cottman joked that the Irvington cars were like bananas – they were yellow and came in bunches. The Irvington cars would go out to Audubon Road and turn south to the Pennsylvania Railroad and back into a wye

⁴⁰⁹ Ibid., 23.

⁴¹⁰ Hecker.

⁴¹¹ Cottman, Muncie, and Society, *Oh Little Town of Irvington: Early Twentieth Century Irvington as Seen through the Eyes of a Small Boy*, 22.

⁴¹² Center.

on Julian Avenue in order to turn around. Later on, the streetcar route was extended to Sheridan Avenue, which was the easterly city limit at that time.⁴¹³

In addition to streetcars using Washington Street, interurban cars used these tracks to travel east to Richmond, Indiana and Dayton, Ohio. The interurban cars were painted dark green.⁴¹⁴ In 1900, the Indianapolis & Greenfield Rapid Transit Company completed a line from the east edge of Irvington to Greenfield and later on to Richmond.⁴¹⁵ Later in the 1930s, the Indiana Railroad Company took over interurban transit on Washington Street.⁴¹⁶

Additionally, Henry Ford introduced the Model-T in 1908. It is likely that a number of Irvington residents purchased automobiles for their daily commute into downtown Indianapolis so they could avoid the hassle of the streetcars. By 1915, a garage with a twenty car capacity was located next to the fire station and a few personal garages were constructed behind homes. It was not until about 1923, that the automobile took over streetcar usage. Streetcar usage peaked in the United States that same year.⁴¹⁷

Beyond commercial growth along Washington Street, Irvington's residential areas were built up after annexation and during the 1910s and 1920s. Around 1907, "Over the months, Arthur Wilson watched stately homes and circular streets taking shape in and around Irvington, and his excitement grew as he saw himself a part of this community."⁴¹⁸ By 1912, Irvington's population reached nearly 2,000 residents.⁴¹⁹

⁴¹³ Cottman, Muncie, and Society, *Oh Little Town of Irvington: Early Twentieth Century Irvington as Seen through the Eyes of a Small Boy*, 26-27.

⁴¹⁴ Ibid., 27.

⁴¹⁵ Bradley, 19.

⁴¹⁶ Ibid., 34.

⁴¹⁷ Ames, McClelland, and Places, 20.

⁴¹⁸ C. Faenzi, *What You Love the Most: An Irvington Memoir* (John Shortridge and Barbara Shortridge Cooper, 2009), 44.

⁴¹⁹ Diebold and Society, 63.

Often, growth necessitated the subdividing and redesign of areas that were previously platted during the nineteenth century but lacked development. One of these areas was the Levi Ritter addition that was platted in 1871. William Knapp, an Irvington resident redesigned the part of the addition located north of Washington Street with smaller lots and straight streets instead of the single curvilinear street and large lots that Ritter specified.⁴²⁰ This area was almost completely filled in by frame homes by 1915.⁴²¹

Further growth can be seen by the number of condominium and apartment buildings that were built near Washington Street. By 1915, the Audubon Court units were constructed on the Layman property, which was previously owned by Jacob Julian at the southeast corner of Washington Street and Audubon Avenue. Later construction included the Maplewood Court unit on Johnson Avenue, located northwest of Sylvester Johnson's home and the Creighton Apartments on the corner of Downey Avenue and Julian Avenue. The construction of the Hawthorne Rail Yards took place in 1917 and inhibited growth south of Brookville Road.⁴²²

Just beyond Irvington's neighborhood, the east side of Indianapolis was also growing. During the first three decades of the twentieth century, Indianapolis had many livable areas within the city, which now included Irvington. Between 1910 and 1920, Indianapolis' population grew by 34.5 percent.⁴²³ The working-class neighborhoods experienced the largest growth. For example, Irvington include Irvington Terrace, located east of Arlington Avenue and north of Washington Street, developed during the 1910s and Emerson Heights located northwest of Michigan Street and Emerson Avenue, also developed during the 1910s. Emerson Heights was

⁴²⁰ Ibid., 64.

⁴²¹ 1915 Sanborn map

⁴²² Diebold and Society, 64.

⁴²³ O'Day, "Brendonwood: The Legacy of George E. Kessler Upon the Indianapolis Landscape", 42.

designed with straight tree-lined boulevards with a grassy median and the homes are built up on terraces.⁴²⁴

Emerson Heights was listed on the National Register of Historic Places in 2010 for its significance to architecture, community planning and development during the period of 1910 through 1940.⁴²⁵ Irvington Terrace was listed on the National Register of Historic Places in 2011 for its significance to community development and planning, architecture and art during the period around 1895 to 1959.⁴²⁶

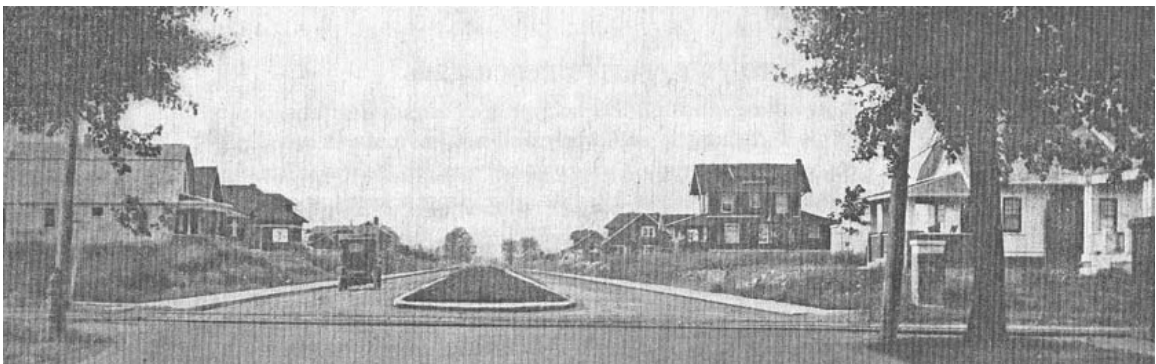


Figure 42: View of Emerson Heights under development.

Irvington's new residents probably enjoyed Ellenberger Woods where John Ellenberger allowed Irvington residents to use his property as a park beginning in 1882. Besides its use as a swimming hole, as mentioned earlier, Ellenberger Park was a very popular picnic spot in the 1910s.⁴²⁷

Kessler incorporated the Ellenberger Park into his plan for the east district along Pogue's Run and the upper portions of Pleasant Run. Sometime between 1909 and 1911 John Ellenberger sold twenty-five acres of woodland to the city for \$16,250. Kessler was so impressed with the

⁴²⁴ Diebold and Society, 64.

⁴²⁵ Connie J. Zeigler, *Emerson Heights Historic District* (Indianapolis, 2009), National Register of Historic Places Registration form.

⁴²⁶ Paul C. Diebold and others, *Irvington Terrace Historic District* (Indianapolis, 2011), National Register of Historic Places Registration form.

⁴²⁷ Faenzi, 8.

natural beauty of this land that he did not propose any landscape changes and said that “he would not even put park walks through it, but would allow the old woodland paths, which were worn there years ago by feet now grown old, to still be paths for younger feet.”⁴²⁸ When Kessler developed Ellenberger Park, he preserved its natural beauty. Figure 24 on page 93 depicts Kessler’s 1909 Plan connecting Ellenberger Park to the rest of the Indianapolis Park System.

During the early 1900s, the City of Indianapolis Parks Department installed blue glazed ceramic tiles with white letters in the sidewalks to spell out the street names. It is believed that these tiles are associated with Parks and Boulevard development as they are seen elsewhere in Marion County where the system is located. Irvington residents Grace Julian Clark, daughter of George Julian, and Thomas Carr Howe were both involved with the Indianapolis Planning Commission and may have being instrumental in getting the sidewalk tiles installed around Irvington.⁴²⁹

In the 1920s, Irvington maintained its physically and morally clean image. There were no factories that produced billows of smoke no alcohol was permitted to be sold in Irvington.⁴³⁰ Irvington’s attractiveness continued to draw more people. It was clean, civilized and more affordable than places like Brendonwood during the 1920s. Irvington offered a place for the average citizen to live in a suburb with access to natural environments, education and modern conveniences. In 1922, the Pennsylvania Railroad station closed in Irvington as services

⁴²⁸ Muncie and Society, *Irvington: Three Windows on Irvington History*, 31; O’Day, “George Edward Kessler and the Indianapolis Park System : A Study of Its Historical Development During the City Beautiful Era, 1895-1915”, 96.

⁴²⁹ Diebold and Society, *Greater Irvington: Architecture, People, and Places on the Indianapolis Eastside*, 26.

⁴³⁰ Cottman, Muncie, and Society, *Oh Little Town of Irvington: Early Twentieth Century Irvington as Seen through the Eyes of a Small Boy*, 9.

continued to develop along Washington Street. The north side of Washington Street was redeveloped in 1927 with the Tudor Revival style buildings there today.⁴³¹

Butler's enrollment at the beginning of World War I was 400 students. During the war, the Student Army Training Corp established a training program on Butler's Campus. The Army constructed four temporary buildings east of Butler Avenue: two barracks, a mess hall and a canteen. These buildings were deconstructed after the war and the land returned to the University. However, shortly after World War I, Butler University knew that it had to grow into a large university if it was going to thrive. Butler already extended to its boundaries in Irvington in an effort to accommodate its enrollment that had doubled after World War I and increased to 1,600 students by 1926. It was hemmed in by the railroad tracks north and south of its property. The University's board decided that this would require moving to a larger campus. They eventually settled on the Fairview location which the Indianapolis Railroad Company was using as an amusement park and the university purchased the site in 1925. The spring of 1928 was Butler's last semester in Irvington.⁴³²

Butler and Irvington was a splendid marriage for many years, but when Butler relocated, Irvington was left with a large void in its landscape. The former university buildings remained empty until they were demolished in 1939, but more importantly, the students and faculty were no longer involved in the community and Julian and Johnson's goal for a civilized community was diminished.

When Butler was in the process of relocating, the City of Indianapolis finally started to work on fulfilling its annexation promise of constructing a high school in Irvington. During the time prior to annexation, Butler offered preparatory courses that fulfilled high school

⁴³¹ Muncie, *Irvington Album: A Collection of Historic Photographs of the Irvington Community*, 35-36.

⁴³² Brown, *A Book of Memories*, 97; Diebold and Society, *Greater Irvington: Architecture, People, and Places on the Indianapolis Eastside*, 137-142.

requirements.⁴³³ Butler offered their buildings to the City of Indianapolis with the stipulation that the land not be subdivided into small parcels. Indianapolis respected Irvington's wishes for a new high school, but not accept Butler's offer to reuse its buildings. In 1928, the City purchased the parcel of land located south of Hilton Brown's house which was southeast of Pleasant Run Creek. Meanwhile, Irvington high school students attended Arsenal Tech High School located on Tenth Street closer to downtown. After many funding difficulties as a result of the Great Depression, the new high school was finally completed in 1939 and named Howe High School.⁴³⁴

8.4 POST BUTLER ERA: URBAN NEIGHBORHOOD (1928-1962)

As soon as Butler University moved out of Irvington, the neighborhood began to change. Many Irvingtonians were upset with Butler's decision to move to their new Fairview campus and attempted to keep Butler in the Irvington area. Many were hoping that the university would move to some open land near Ellenberger Park. However, Butler was intent on moving to the Fairview Park area where they purchased about 250 acres in 1923 for \$200,000.⁴³⁵ The Fairview campus is located about four and one-half miles north of Indianapolis near the Whitewater River and the canal an in the present-day location of the university. Kessler was commissioned to design the Butler's new campus. It is unknown how much of Kessler's plan was completed.⁴³⁶

Butler's move transformed Irvington from a culturally elite town to a working-class neighborhood with less of an identity.⁴³⁷ The creative- and professional-classes, including professors, eventually moved out. Many lots were subdivided in order to accommodate the

⁴³³ Diebold and Society, *Greater Irvington: Architecture, People, and Places on the Indianapolis Eastside*, 144.

⁴³⁴ Ibid., 145-146.

⁴³⁵ Marlette, 99.

⁴³⁶ O'Day, "George Edward Kessler and the Indianapolis Park System : A Study of Its Historical Development During the City Beautiful Era, 1895-1915", 35-36.

⁴³⁷ Paige, ed., 66.

working-class. Moderate and substandard housing further replaced the fine estates from the nineteenth century. By 1932, Irvington was nearly unrecognizable as a suburban community. This is evident when later that year, Irvington resident and historian, George Cottman wrote, "Irvington ... [was] vaguely defined in its boundaries,"⁴³⁸ meaning that it looked very similar to its neighbors.

Also during the 1930s, the working-class was encouraged to move into this Irvington due to increased demands for manufacturing. In 1937, the Elias Shimer Farm, located south of Brookville Road was purchased for the International Harvester complex and it opened in 1938. International Harvester brought many working-class people to the neighborhood. From the beginning, residents of Irvington were afraid that the plant would change the character of the neighborhood.⁴³⁹ International Harvester's presence encouraged redevelopment of Irvington's land and the development of the remaining lots from Irvington's original plan. These areas include the land of the old Butler campus, the land along the B&O Railroad and the land south to Brookville Road.

Demolition of Butler's former buildings occurred in 1939, which opened thirty acres of Butler's abandoned campus up for development.⁴⁴⁰ Until that point, the buildings were unused.⁴⁴¹ A few homes were constructed as early as 1941 along the west side of Butler Avenue, but it was not until after World War II that the remainder of Butler's former campus was developed. Atherton Drive and University Avenue were constructed and cut through the old campus.⁴⁴²

⁴³⁸ Cottman, "A Hoosier Arcadia," 96.

⁴³⁹ Muncie and Society, *Irvington: Three Windows on Irvington History*, 37-38.

⁴⁴⁰ Diebold and Society, *Greater Irvington: Architecture, People, and Places on the Indianapolis Eastside*, 144.

⁴⁴¹ Muncie, *Irvington Album: A Collection of Historic Photographs of the Irvington Community*, 19.

⁴⁴² William F. Gulde, "Butler University Campus Redeveloped" <http://vintageirvington.blogspot.com/> (accessed April 9, 2012).

Like Irvington's original plan, these areas were designed with curvilinear streets such as Atherton Drive, Greenfield Avenue and E. Shimer Avenue. These streets are based on the curvilinear nature of residential automobile suburbs of that time rather than a replication of Irvington's original plan.⁴⁴³ These areas were also platted with small lots and curb cuts for small minimal traditional-style and ranch-style homes with attached garages, which did not correlate with the design of historic Irvington.

Shifts in transportation also played a major role in Irvington's transformation between 1928 and 1962. During this time, personal automobiles eventually took over electric streetcars as the primary mode of transportation. Trains were also used more prevalently for freight rather than people, a network of interurban routes connected cities across Indiana and highways started being constructed for automobile traffic in the outskirts of the city.

By 1928, the East Washington line of the electric streetcar system was very popular in Indianapolis. It consisted of two tracks down the center of East Washington Street with overhead electric lines and extended as far east as Sheridan Avenue. Indianapolis Railways, Inc. operated electric streetcar service on East Washington Street until August of 1950 when it converted to trackless trolley and bus service. The East Washington line was one of the last lines to convert. Only the West Washington, Illinois-Fairview, Illinois Fairgrounds and College lines converted afterwards.⁴⁴⁴ Later in 1954, express bus transit began running on East Washington Street to facilitate faster transport between Irvington and Indianapolis.⁴⁴⁵

By the early twentieth century, interurban transportation was available on East Washington Street through Irvington by the Terre Haute Indianapolis & Eastern (THI&E) line. In

⁴⁴³ Diebold and Society, *Greater Irvington: Architecture, People, and Places on the Indianapolis Eastside*, 111.

⁴⁴⁴ Marlette, 230.

⁴⁴⁵ Ibid., 155.

1931, Indiana Railroad purchased the THI&E line and connected Irvington to the entire Indiana Railroad network across central Indiana, which included many county seats.⁴⁴⁶ In the 1930s, the Indianapolis-Richmond interurban route was “handicapped by too much side-of-the-road and street running especially in Indianapolis where the route entered the city and ran over the heavy trafficked East Washington Street city car line. Additionally, it followed the National Road and had lost most of the local freight business to unlicensed motor trucks.”⁴⁴⁷

East Washington Street was becoming congested with streetcars, interurban cars and other vehicles. Indianapolis aimed to relieve some of this pressure on the aging road system by constructing new highways on the outskirts the city as suburban developments began forming there after World War II. During the 1950s, Shadeland Avenue was constructed to facilitate growing traffic demands east of Irvington.



Figure 43: 1956 Aerial photo showing the East Washington Street and Shadeland Avenue cloverleaf intersection under construction.

⁴⁴⁶ Bradley, 4, 34.

⁴⁴⁷ Ibid., 81.

Just as Indianapolis facilitated growth after World War II with residential suburban development and new highways and collector roads, Irvington's commercial corridor changed to accommodate increased dependence on the automobile. East Washington Street lost a number of historic buildings and pedestrian-friendly streetscapes for an automobile-friendly streetscape with parking lots and commercial buildings with deep setbacks. The Irvington Plaza shopping center opened in 1958 on East Washington Street, to serve suburban communities and encourage some migration out of Irvington.⁴⁴⁸

In 1952, the Julian-Layman house was demolished to make room for the Saxony Manor Apartments.⁴⁴⁹ Many other historic homes were demolished in the 1950s to make room for smaller, less expensive homes.⁴⁵⁰ Another example along Washington Street includes Irvington's fire station that was moved to Sheridan Avenue in 1958. The old fire station was demolished for automobile commercial development.⁴⁵¹

Landscape elements also changed significantly during the period between 1928 and 1956, especially in the type of street material. During the 1950s, the City of Indianapolis began paving over many of Irvington's brick streets.⁴⁵² A few brick streets and stone curbs are still visible, but most streets are paved over with asphalt and stone curbs have been replaced with concrete. The brick streets and stone curbs are mapped in the chapter 8.2 of this report.

Irving Circle saw a number of improvements during the 1930s. In line with the romantic qualities of Irvington and possibly replicating Fountain Circle in Glendale, a new fountain was

⁴⁴⁸ Muncie and Society, *Irvington: Three Windows on Irvington History*, 42; Paige, ed., 78.

⁴⁴⁹ Muncie and Society, *Irvington: Three Windows on Irvington History*, 41.

⁴⁵⁰ Paige, ed., 71.

⁴⁵¹ Muncie and Society, *Irvington: Three Windows on Irvington History*, 42.

⁴⁵² Diebold and Society, *Greater Irvington: Architecture, People, and Places on the Indianapolis Eastside*, 24.

requested by the Irving Civic Association and was dedicated in Irving Circle in 1930.⁴⁵³ In 1936, a limestone bust of Washington Irving was also dedicated and placed in Irving Circle to fulfill Julian's wishes.⁴⁵⁴

Finally, it should be noted that Irvington lost a number of street trees during the Dutch Elm Disease epidemic. The elm trees near Howe High School died of Dutch Elm Disease in the early 1940s.⁴⁵⁵ The elm trees would have graced Irvington's streets with a glorious canopy but only a few elm trees remain in Irvington today.

8.5 MODERN ERA: URBAN DISTRICT (1962-2012)

Irvington has seen many changes during these last fifty years. This was the first period that Irvington saw population decline due to post-war suburban sprawl. Ellenberger Park has developed for more programed recreation, transportation facilities expanded for even more automobile traffic and the Washington Street corridor saw more demolition of historic buildings. In the more recent years, preservation and redevelopment undertakings are saving and restoring some of Irvington's historic qualities.

Throughout its life, Ellenberger Park has maintained a landscape primarily for passive recreation, but by 1956, it had tennis courts, two ball fields, and a swimming pool.⁴⁵⁶ In 1962, an ice skating rink opened west of the pool.⁴⁵⁷ By 1979, Ellenberger Park had asphalt parking lots, paved walking trails and children's play equipment for organized activities.⁴⁵⁸

⁴⁵³ Muncie and Society, *Irvington: Three Windows on Irvington History*, 37.

⁴⁵⁴ *Ibid.*, 37.

⁴⁵⁵ Imogene M. Jones, "Majestic, Historic Kile Oak Still Very Alive and Well," *Eastside Herald*, Feb. 26 1987.

⁴⁵⁶ IMAGIS, "1956 Aerial Photo, Indianapolis General Data Viewer", City of Indianapolis <http://gisvp01.indygov.org/prod/generalviewer/viewer.htm> (accessed March 13, 2012).

⁴⁵⁷ Muncie and Society, *Irvington: Three Windows on Irvington History*, 43.

⁴⁵⁸ IMAGIS, "1979 Aerial Photo Indianapolis General Data Viewer", City of Indianapolis <http://gisvp01.indygov.org/prod/generalviewer/viewer.htm> (accessed March 13, 2012).

Just as the period prior to 1962, many changes have occurred due to transportation during the last fifty years. By 1962, Shadeland Avenue had become a bustling suburban area with Eastgate Mall located at the northeast corner of Shadeland Avenue and Washington Street. But by 1972, Shadeland Avenue was not enough to handle the growing demand for interstate travel. Interstate 465 was constructed to facilitate personal vehicle and truck transportation around Indianapolis without having to go through neighborhoods like Irvington.⁴⁵⁹

Many businesses on Washington Street lost profits during this time and followed the migration of people further outside of Indianapolis. In 1969, parking was banned on East Washington Street.⁴⁶⁰ This indicates that the street was to be used primarily for traveling through, not walking or shopping.

Moreover, as the interstate highway system developed around Indianapolis in the 1970s, railroad transport became less important. The Pennsylvania Railroad tracks were between 1979 and 1986 in Irvington.⁴⁶¹ The land occupied by the abandoned railroad bed was parceled out and became privately owned. Much of it was quickly developed throughout Irvington with private drives, homes and yards. Recently, the former railroad bed east of Arlington Avenue has been redeveloped into the Pennsy Recreational Trail.

In recent years, preservation and redevelopment initiatives have aimed to recapture Irvington's unique history and character. Starting in 1973, the Kile Oak property was purchased

⁴⁵⁹ IMAGIS, "1972 Aerial Photo Indianapolis General Data Viewer", City of Indianapolis <http://gisvp01.indygov.org/prod/generalviewer/viewer.htm> (accessed March 13, 2012).

⁴⁶⁰ Muncie and Society, *Irvington: Three Windows on Irvington History*, 44.

⁴⁶¹ IMAGIS, "1979 Aerial Photo Indianapolis General Data Viewer"; IMAGIS, "1986 Aerial Photo Indianapolis General Data Viewer", City of Indianapolis <http://gisvp01.indygov.org/prod/generalviewer/viewer.htm> (accessed March 13, 2012).

by the Irvington Historical Society for its preservation.⁴⁶² The Kile Oak is a 300 to 400 year old Bur Oak tree located on Beechwood Avenue west of Arlington Avenue.



Figure 44: Kile Oak Tree on Beechwood Avenue.

In 1987, F. Eric Utz recognized Irvington's uniqueness and rich history by successfully listing Irvington on the National Register of Historic Places. This listing recognizes Irvington's significance and integrity in the areas of architecture, art, community planning, education and landscape architecture during the period from 1870 to 1936. The listing also recognizes

⁴⁶² Muncie and Society, *Irvington: Three Windows on Irvington History*, 44.

Irvington's boundaries as being Arlington Avenue on the east, the CSX Railroad on the south, Emerson Avenue on the east and Pleasant Run Creek and Ellenberger Park on the north.⁴⁶³

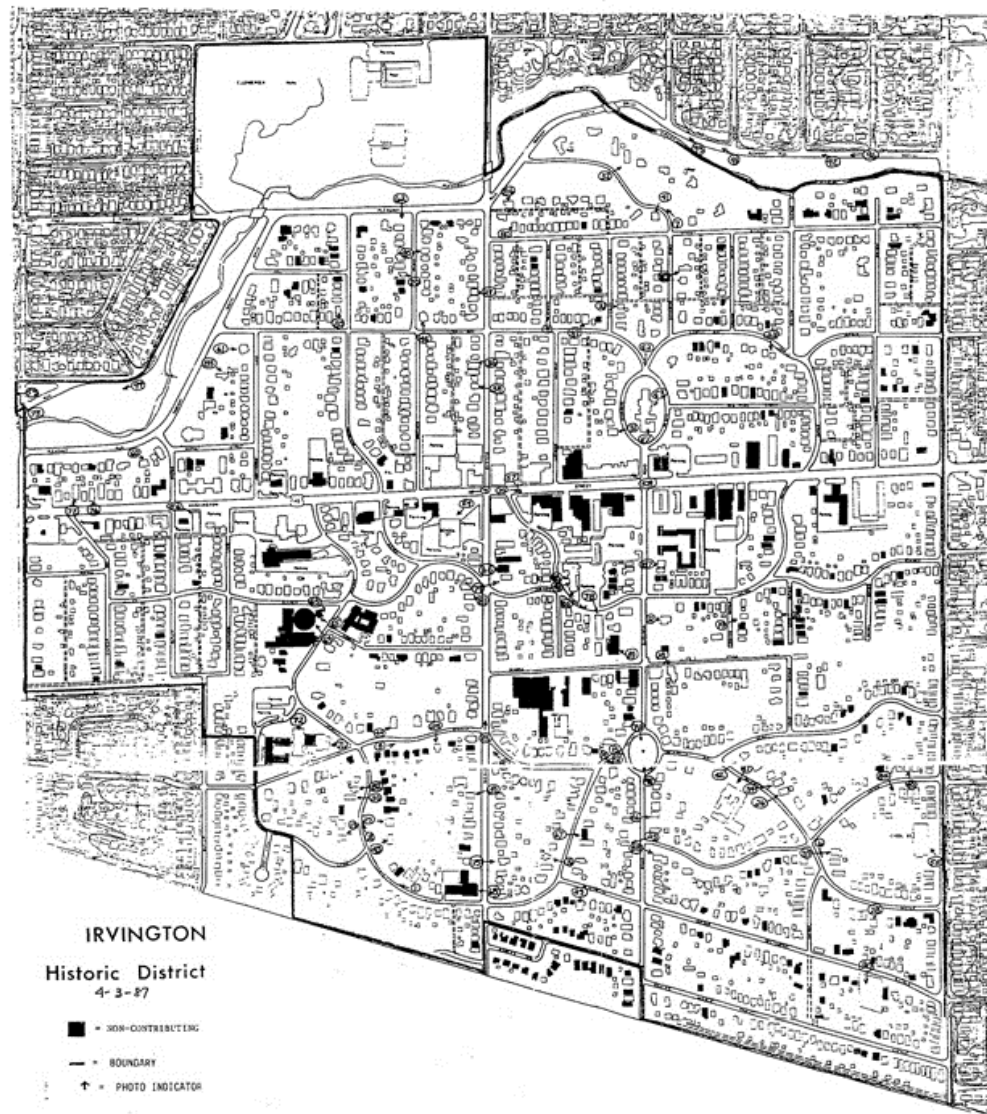


Figure 45: Irvington Historic District map for the National Register Nomination.⁴⁶⁴

Listing Irvington on the National Register of Historic Places was an important step; however, it did not offer full protection to Irvington. Protection came many years later when the

⁴⁶³ Utz.

⁴⁶⁴ Ibid.

Indianapolis Historic Preservation Commission implemented the Final Irvington Plan in 2006. This process utilized many community volunteers and now oversees alterations to all of Irvington's contributing buildings and some of its landscape.

The Irvington Development Organization (IDO) formed in 2002 with the purpose "preserve Irvington's historic charm while promoting positive growth along the East Washington Street corridor and throughout the neighborhood."⁴⁶⁵ IDO promotes the redevelopment of commercial properties. IDO is currently undertaking the Irvington Streetscape project with a number of public and private partnerships to redo the East Washington Streetscape through Irvington and promote economic development. Hopefully, Irvington's recent successes in preservation and redevelopment will continue well beyond the next fifty years and the community will continue to be a vibrant neighborhood in Indianapolis.

⁴⁶⁵ Irvington Development Organization, "Who We Are" <http://irvingtondevelopment.org/who-we-are/> (accessed May 30, 2012).

9.0 CLR PART 1: EXISTING CONDITIONS

9.1 OVERVIEW

The land on which Irvington was established was chosen by Julian and Johnson for its proximity and accessibility to Indianapolis via two railroad lines, its inexpensive price and picturesque qualities. Spatially, the suburban landscape is defined by Ellenberger Park and Pleasant Run Creek along the north edge, Arlington Avenue along the east edge, the CSX Railroad along the south edge, and roughly Emerson Avenue along the west edge. It is further organized by transportation and corresponding commercial corridors along Washington Street, the abandoned Pennsylvania Railroad bed, Audubon Road and Ritter Avenues.

Irvington's landscape is also influenced by City Beautiful Planning in regards to Ellenberger Park and Pleasant Run Parkway. Kessler's Indianapolis Park and Boulevard Plan uses Pleasant Run Parkway to connect city parks while Ellenberger Park is designed to have a natural appearance. Additionally, the City of Indianapolis installed street and sidewalk improvements in Irvington during the early twentieth century.

Today, Irvington's landscape is characterized as a residential neighborhood with traces of the original design by Julian, Johnson and others with later additions by Kessler. The original

landscape has become fragmented primarily by the subdivision of lots, but also by migration of commercial areas, alterations of streets and changes in horticultural practices. Today, Irvington's lots are a fraction of their original size, the Pennsylvania Rail Road no longer exists, street cars no longer pass through, street trees have been removed in some areas and have not been maintained in other areas which allows for vegetation to grow and screen views that were previously open.

Today, the landscape lacks cohesiveness and historic integrity. The alterations and additions to the landscape during the twentieth century have not always evoked the character created by the original plan for Irvington. New streets were installed that did not follow the original design. Some of the newer streets are straight and not located in low areas. Some streets were converted to one-way streets, widened, and/or repaved with asphalt or concrete to adapt to modern automobile traffic.

Furthermore, Irvington's land use has changed over time. The Washington Street commercial corridor consists of a large amount of surface parking lots in front of and behind post World War II retail buildings. Lots were subdivided and developed over a long period of time; the last area of the original plat was not developed until after World War II. Butler's former campus has been completely redeveloped. Only a few features and mature trees remain from Butler's tenure. Alleys are no longer being used as service spaces as they were originally intended. Trash collection is now conducted on the streets in front of homes, which gives Irvington the undesirable appearance of a post-war automobile suburb.

9.2 EXISTING CONDITIONS AND CHARACTER METHODOLOGY

The supporting graphics record the existing Irvington landscape as studied and photographed during a field survey in April and May of 2012. Using aerial photographs taken in 2011 as a base image, I mapped, assessed and recorded the overall conditions of Irvington's

landscape through a series of detailed field notes and digital photographs. The field notes, combined with historic maps and aerial photographs, serve as the data for the creation of the maps in this chapter.

Survey work included all the land in the current Irvington Historic District and the adjacent land east of Arlington Avenue, north of Pleasant Run Creek, west of Howe High School and south to Brookville Road. My focus was on streetscape elements, vegetation, structure density and viewsheds. My overall goal was to gain a thorough understanding of the existing landscape character and details.

This understanding not only forms the basis of the condition assessment, but it serves to place the extant landscape features within the context of the general evolution of Irvington's landscape. The following maps and assessment provide an understanding of the existing conditions and help to reveal the landscape's character. From this understanding, future projects can be designed to complement Irvington's historic landscape and revive its desirable qualities.

9.3 EXISTING CONDITIONS AND CHARACTER ORGANIZATION

The existing conditions and characteristics of Irvington's landscape are presented within seven landscape zones that are differentiated by character-defining features. These zones are within the approximate boundaries of Irvington at the time of annexation. The seven zones consist of:

- Landscape Zone 1: Irvington Proper Residential Area
- Landscape Zone 2: The Former Pennsylvania Railroad Corridor
- Landscape Zone 3: The Washington Street Commercial Corridor
- Landscape Zone 4: Irvington North Residential Area
- Landscape Zone 5: Ellenberger Park and Pleasant Run Parkway
- Landscape Zone 6: Irvington South Residential Area
- Landscape Zone 7: The Former Butler University Campus

From *The Secretary of the Interior's Standards for the Treatment of Historic Properties: Guidelines for the Treatment of Cultural Landscapes*,⁴⁶⁶ The features that define landscape character are:

Spatial Organization and Land Use Pattern refers to the three-dimensional organization and patterns of spaces in a landscape. Spatial organization is created by the landscape's cultural and natural features. Some form visual barriers while others create spaces and visual connections in the landscape. The organization of such features defines and creates spaces in the landscape and is often closely related to land use.

Vegetation may be individual plants, groups of plants or naturally-occurring plant communities. Vegetation is the most dynamic component of the landscape's character. A continual process of a plant growth and change over time must be recognized.

Circulation may include roads, parkways, drives, trails, paths, walks and other surfaces for travel. Such features may occur individually or linked to form a network. The characteristics of circulation features are defined by factors such as alignment, width, surface and edge treatment, materials and infrastructure.

Structures are constructed features that contribute to the character of the landscape by their individual qualities, combined qualities or their arrangement.

Topography is the shape of the ground plane and its height or depth. Topography may occur naturally or as a result of human manipulation.

9.4 LANDSCAPE EXISTING CONDITIONS AND CHARACTER

The presence of character-defining features clarifies the existence of a landscape zone. The existing conditions of each landscape zone are discussed in terms of its character-defining

⁴⁶⁶ Birnbaum and Peters, eds., *The Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for the Treatment of Cultural Landscapes*.

features. Unlike property boundaries, landscape zones may or may not be clearly defined. Topographic changes, vegetation, landscape use or other elements may define the edge of landscape zone. Each zone is indicated with a yellow line and number on the *Landscape Zone Diagram*.

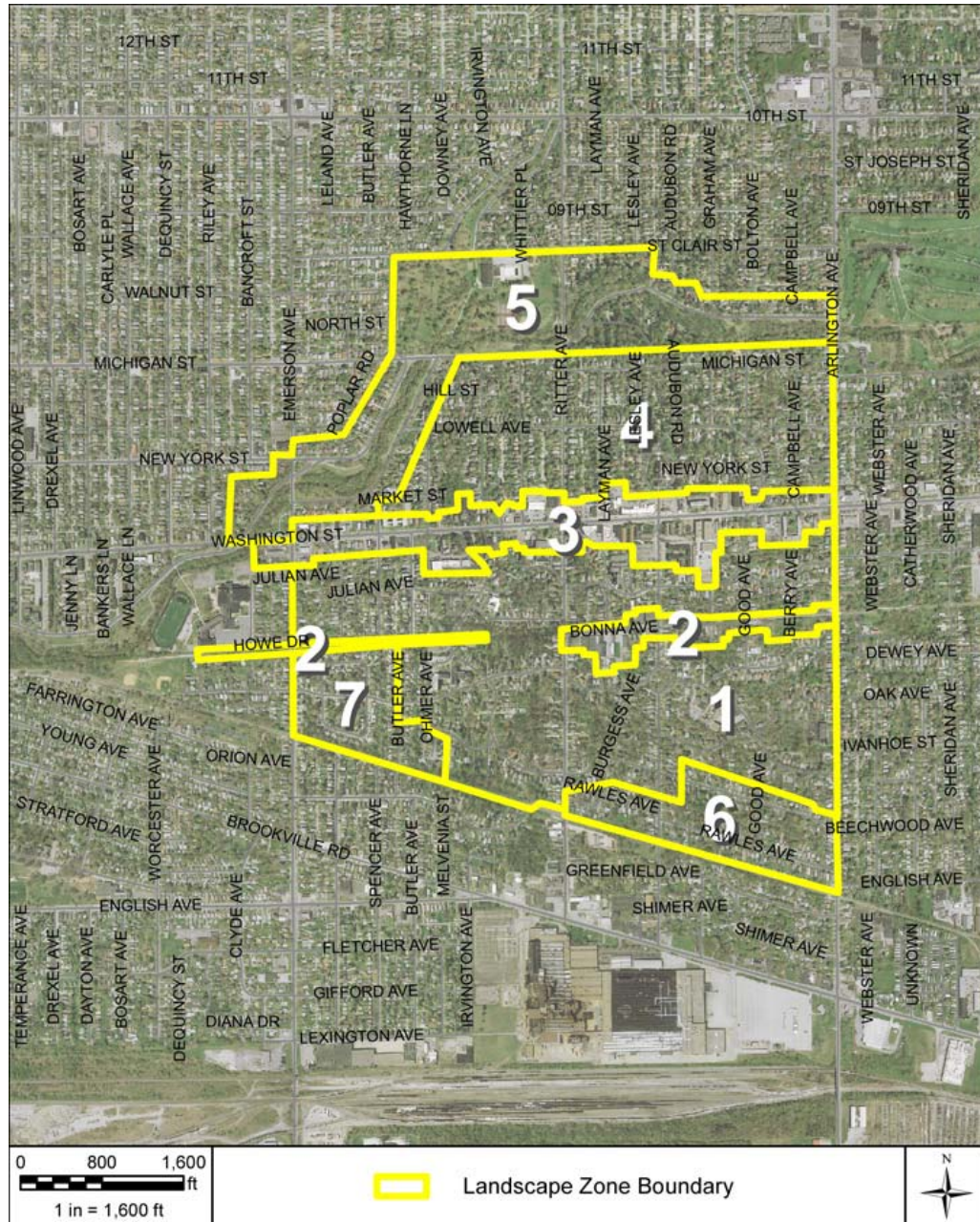


Figure 46: Irvington Landscape Zone Diagram

The seven landscape zones for Irvington are:

Landscape Zone 1: The Irvington Proper Residential Area is bound by Arlington Avenue to the east, Emerson Avenue to the west, the Washington Street Commercial Corridor (Zone 3) to the north and the CSX Railroad and Irvington South (Zone 6) to the south.

Landscape Zone 2: The Former Pennsylvania Railroad Corridor is the area along the former Pennsylvania Railroad between Arlington Avenue and Howe High School. It consists of the abandoned railroad bed and some adjacent commercial and residential areas that face the railroad bed between Arlington Avenue and Ritter Avenue. This zone is not continuous where the former railroad bed has been developed and hidden from public view between Ritter Avenue and Downey Avenue.

Landscape Zone 3: The Washington Street Commercial Corridor encompasses the land on both sides of Washington Street between Arlington Avenue and Pleasant Run Creek.

Landscape Zone 4: The Irvington North Residential Area is bound by Arlington Avenue to the east, the Washington Street Commercial Corridor (Zone 3) to the south and Ellenberger Park and Pleasant Run Parkway (Zone 5) to the west and north.

Landscape Zone 5: Ellenberger Park and Pleasant Run Parkway consist of Ellenberger Park, Pleasant Run Parkway and Pleasant Run Creek between Arlington Avenue and Washington Street. It includes the public park and parkway land and the adjacent residential properties that face the parkway.

Landscape Zone 6: The Irvington South Residential Area encompasses the land bound by Arlington Avenue to the east, the CSX Railroad to the south and the Irvington Proper Residential Area (Zone 1) to the west and north.

Landscape Zone 7: The Former Butler University Campus is the residential area formally occupied by Butler University. It is bound by the CSX Railroad to the south, Emerson Avenue to

the west, the Former Pennsylvania Railroad (Zone 2) to the north and the Irvington Proper (Zone 1) to the east.

Landscape Zone 1: Irvington Proper Residential Area



Figure 47: Typical streetscape scene in Zone 1.

The Irvington Proper Residential Area landscape encompasses the large residential area of Irvington south of Washington Street. Its edges are defined by a combination of circulation features, structures and vegetation. This zone is most intact area of Irvington's original 1870 plan.

The landscape in Zone 1 is characterized primarily by the curvilinear streets that make up the circulation and that frame romantic views of the neighborhood. Beyond the curvilinear streets, Irving Circle is the most notable feature in Zone 1. Most of the streets are curvilinear in nature and have limestone, granite or sandstone curbs. All of the streets have an asphalt or concrete

surface, while two have brick gutters. The circulation routes are completed with concrete sidewalks, tree lawns and mature hardwood street trees. Only few alleys are present because of the abundance of curvilinear streets, larger lots, and deep setbacks. Most properties have a curb cut for vehicular access.

The spatial organization is controlled by the curvilinear streets. The lots are relatively large in comparison to surrounding residential areas and the buildings have deep setbacks. Therefore, Zone 1 is less dense than the other



Figure 48: Irving Park with a canopy of mature trees.

residential zones. The remainder of Zone One's character is defined by vegetation and topography. Mature trees provide a somewhat dense vegetative canopy. The topography of Zone One consists of a relatively flat site with structures that are slightly raised above the depressed street grades.

Landscape Zone 2: The Former Pennsylvania Railroad Corridor



Figure 49: Former Pennsylvania Railroad bed east of Audubon Road.

The Former Pennsylvania Railroad Corridor landscape is primarily characterized by its former use, visual relationships and topography. It is the land formally used by the Pennsylvania Railroad and adjacent land between Arlington Avenue and Howe High School. Its edges are defined by topography, visual relationships and vegetation.

The characteristic feature of Zone 2 is the raised railroad bed and open views down most of the corridor. In many locations, vegetation screens views and defines the edge with the residential zone. In other areas, vegetation has grown on the railroad bed which screens the views across it. Zone 2 is not continuous where the former railroad bed has been developed and hidden from public view between Ritter Avenue and Downey Avenue.

Zone 2 is also characterized by a variety of structures. The western portion of this zone contains four modern homes built on top of the railroad bed that were constructed between 1986 and 1991.⁴⁶⁷ Industrial and commercial buildings are located between Audubon Road and Ritter Avenue while residential structures are located between Audubon Road and Arlington Avenue.

Bonna Avenue runs along the south side of the railroad bed between Good Avenue and Ritter Avenue. It contains some limestone curbs and is asphalt between Good Avenue and Audubon Road and brick between Audubon Road and Ritter Avenue. Additional site objects that characterize this zone include the railroad tracks that are extant and visible on Arlington Avenue, the stamped sidewalk at the corner of Good Avenue and Bonna Avenue and a pair of concrete pillars where Bolton Avenue dead ends at the railroad bed.

⁴⁶⁷ IMAGIS, "1986 Aerial Photo Indianapolis General Data Viewer"; IMAGIS, "1991 Aerial Photo Indianapolis General Data Viewer", City of Indianapolis
<http://gisgv01.indygov.org/prod/generalviewer/viewer.htm> (accessed March 13, 2012).

Landscape Zone 3: The Washington Street Commercial Corridor



Figure 50: Typical view of Washington Street.

The Washington Street Commercial Corridor encompasses Washington Street and adjacent commercial and residential properties between Arlington Avenue and Pleasant Run Creek. Its edges are defined by a combination of circulation, spatial organization and visual relationships. Zone 3 became Irvington's commercial district with the development of the streetcar lines on Washington Street. It is characterized as an automobile-dominated commercially used landscape.

Zone 3 circulation is linear and is organized spatially by Washington Street running down the center with structures on either side. Most of the structures are commercial buildings but there are a number of residential apartment and single family dwellings. Many of the commercial buildings are set back off Washington Street and



Figure 51: View of surface parking along Washington Street.

have surface parking in front of the structure. Additionally, most commercial buildings also have surface parking in the rear. East and west views are open along Washington Street, while north and south views are often screened by buildings.

Vegetation and historic infrastructure does not characterize Zone 3. There are no street trees and only a few tree lawns exist to separate the sidewalks from the street. Stone curbs and brick streets are only visible on a few side streets that intersect with Washington Street. Curb cuts regularly occur on Washington Street for both residential and commercial properties.

Landscape Zone 4: Irvington North Residential Area



Figure 52: Typical streetscape in Zone 4.

The Irvington North Residential Area consists of the residential area that is bound by Arlington Avenue on the east, the Washington Street Commercial Corridor (Zone 3) on the south and Ellenberger Park and Pleasant Run Parkway (Zone 5) on the west and north. Its edges are defined by a combination of circulation features, structures and vegetation.

Zone 4 is characterized primarily by its spatial organization and circulation of gridded streets. Only a few streets in Zone 4 are curvilinear. Additionally, alleys are located through most blocks so there are fewer curb cuts. The houses sit on smaller lots and have closer setbacks than those in Zone 1. The houses rest on low hills that are raised above the depressed street grade. The overall topography slopes down to the north and west where Pleasant Run Creek is located.

The streets in Zone 4 contain the most historic infrastructure of all the zones. Four of the streets have a brick surface, four streets have brick gutters and most of the streets have limestone curbs. Most streets contain tree lawns with mature hardwood street trees. The overall tree canopy density of Zone 4 is less than that of Zone 1.

Landscape Zone 5: Ellenberger Park and Pleasant Run Parkway



Figure 53: Typical view of Ellenberger Park.

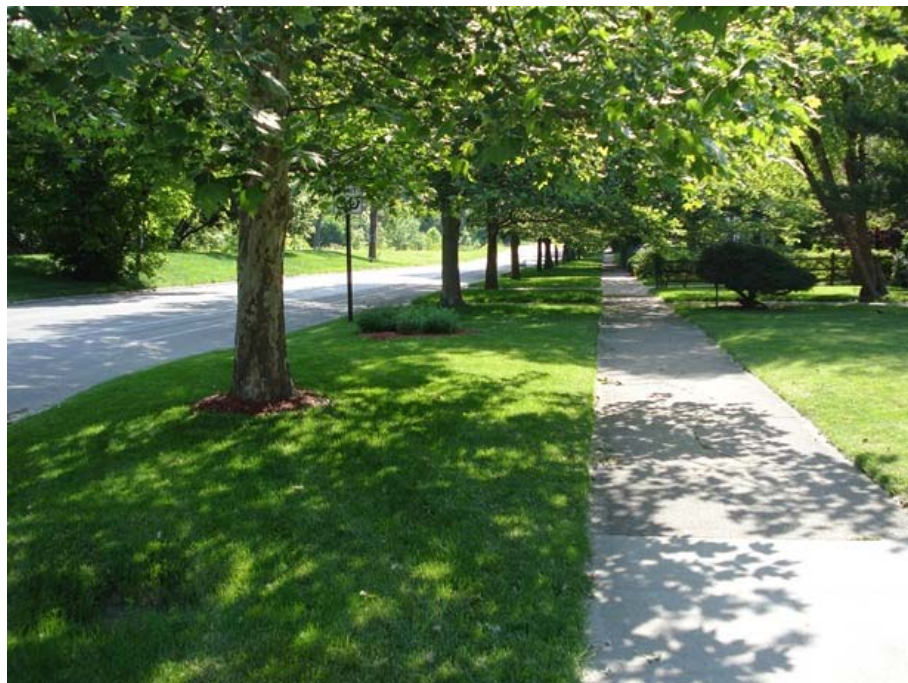


Figure 54: Typical view of Pleasant Run Parkway.

Zone 5 is an area that developed in conjunction with Ellenberger Woods and the Indianapolis Park and Boulevard System. It contains the land of Ellenberger Park, Pleasant Run Parkway and Pleasant Run Creek between Arlington Avenue and Washington Street. It includes the public park and parkway land and residential properties adjacent to the parkway. Its edges are defined by a combination of circulation routes, vegetation, structures and visual relationships.

Zone 5 is characterized by its recreational use, hydrology and vegetation that create visual relationships. Through Zone 5, Pleasant Run Creek flows west and southwest from Arlington Avenue through Ellenberger Park to Washington Street. The vegetation consists of dense tree canopy adjacent to the creek and open lawn spaces with groves of trees along the parkway and throughout Ellenberger Park. The vegetation along the creek screens views of the creek and inhibits access to it.

The streets consist of long-sweeping curved parkways without curbs and straight cross streets with concrete curbs. Tree lawns are adjacent to the parkway in front of residential lots. Mature sycamore trees are located in the tree lawns and create a thick canopy over Pleasant Run Parkway.

The remainder of the circulation routes consists of concrete sidewalks located next to the tree lawns and gravel walking paths that meander throughout Ellenberger Park. Blue and white sidewalk tiles are located along Pleasant Run Parkway in four locations in Zone 5. Additionally, nine bridges cross Pleasant Run Parkway. Six of these bridges are for automobile use and the other three are only for pedestrian and bicycle traffic. Finally, the houses in this zone are serviced by curb cuts along Pleasant Run Parkway and are set back on large lots that are raised up on hills overlooking the parkway and Pleasant Run Creek.

Landscape Zone 6: Irvington South Residential Area



Figure 55: Typical streetscape in Zone 6.

Zone 6 encompasses the land bound by Arlington Avenue on the east, the CSX Railroad on the south and the Irvington Proper Residential Area (Zone 1) to the west and north. It contains the last area of the Johnson and Julian's original land to become developed. Its edges are defined by a combination of circulation routes and visual relationships.

This zone is characterized by straight roads with wide open views. Many of the streets do not have curbs, tree lawns, sidewalks or street trees. Curb cuts are predominant as there are no alleys, which further contribute to the automobile characteristics of Zone 6.

The overall topography is relatively flat. The small houses sit on narrow lots and are close together. The vegetation and tree canopy is relatively sparse even though the Kile Oak is located in this zone.

Landscape Zone 7: The Former Butler University Campus



Figure 56: Typical streetscape in Zone 7.

Zone 7 is comprised of the land that was occupied by Butler University between 1875 and 1928. It is bound by the CSX Railroad to the south, Emerson Avenue on the west, the Former Pennsylvania Railroad (Zone 2) on the north and Irvington Proper (Zone 1) on the east. Its edges are defined by a combination of circulation routes and vegetation.

The landscape of Zone 7 is characterized as post-war automobile-dominated suburban type development. It was developed between 1941 and 1956.⁴⁶⁸ It contains straight, U-shaped and cul-de-sac streets. Curb cuts dominate the streetscape and lead to attached garages because there are no alleys. The streets and sidewalks are concrete and do not contain any historic infrastructure such as limestone curbs or sidewalk tiles.

The interior streets do not have tree lawns or street trees. The overall vegetation is sparser than the other residential zones, but a number of mature hardwood trees are remnants from

⁴⁶⁸ Construction started in 1941 and slowed during WWII. The area was mostly developed by 1956.

Butler's era. The CSX Railroad and the abandoned Pennsylvania Railroad bed are screened with dense vegetation.

Zone 7's unique history created landscape that is far different than the other six zones. It does not contain the same character-defining feature as the other residential zones. As explained later, this provides an opportunity for Zone 7 to be rehabilitated and integrated into the rest of Irvington.

10.0 CLR PART 1: INTERPRETATION

10.1 LANDSCAPE ANALYSIS

10.1.1 Overview

Analysis of the Irvington cultural landscape follows federal guidelines for historic significance and integrity from the *Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for the Treatment of Cultural Landscapes and A Guide to Cultural Landscape Reports: Contents, Process, and Techniques* and *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation*. Irvington's existing landscape is assessed in terms of its historic character and integrity against the landscape of this historic period of significance, ending in 1939. This relationship is analyzed and will result in an assessment that will facilitate an understanding of the landscape's integrity and significance. As a result this analysis, appropriate landscape preservation treatments can be recommended.

This analysis is an important component in determining the integrity of the Irvington landscape. Existing features such as curvilinear streets, public parks and mature street trees help define the character of the historic landscape. However, forces of change have destroyed some features which have weakened the character of the historic landscape.

Integrity is the degree to which the historic identity of the landscape that was present at the time of the period of significance remains evident today. This landscape analysis explores the relationship between the historic landscape and existing character of Irvington's landscape. Evaluating against the seven National Register aspects for integrity, the overall level of the integrity of Irvington's landscape is moderate to high.

The period of significance is the time when Irvington's landscape achieved historical importance. The period of significance is between 1870 when the site was selected by Julian and Johnson as a suburban community to around 1939 when Butler University's campus site was cleared. During this time, substantial changes started to take place in Irvington's landscape and it began to lose its historic suburban community character.

10.1.2 Analysis of Landscape Continuity & Change

The following lists identify the remaining and missing aspects of Irvington's landscape character so we can gain a preliminary understanding of its overall continuity and change by landscape zones and categories of character-defining features. Continuity in historic landscapes is revealed in the general persistence of the character-defining elements of the landscape from around 1939 to 2012.

Overall Landscape Character Continuity & Alterations:

- **Spatial Organization and Land Use Pattern:** Remains legible with slightly more density in residential areas and slightly less density along Washington Street. The former Butler campus is almost entirely altered.
- **Vegetation:** Many remaining trees, some new street trees.
- **Circulation:** Primarily remains unchanged, except for additional trails and a few new streets. Remnant street and sidewalk materials throughout the neighborhood.
- **Structures:** Buildings along Washington Street and structures on the former Butler Campus were demolished and new buildings constructed. Some infill in residential zones.
- **Topography:** Remains unchanged.

Zone 1 - Landscape Character Continuity & Alterations

- Spatial Organization and Land Use Pattern: Has maintained residential use, but some lots subdivided and infilled.
- Vegetation: More tree growth west of Audubon Road.
- Circulation: Layouts remain unchanged but materials have changed.
- Structures: Some infill.
- Topography: Remains unchanged.

Zone 2 - Landscape Character Continuity & Alterations

- Spatial Organization and Land Use Pattern: The previously visible railroad bed is now divided into private ownership and infilled with vegetation and structures that screen views.
- Vegetation: Vegetation allowed to grow on the railroad bed between Audubon Road and Good Avenue. Vegetation installed along the railroad bed.
- Circulation: Iron rail lines removed. Rails are only extant across Arlington Avenue. Some telegraph poles remain. East portion of Zone 2 now has a private asphalt drive.
- Structures: Modern homes constructed on railroad bed.
- Topography: Remains unchanged.

Zone 3 - Landscape Character Continuity & Alterations

- Spatial Organization and Land Use Pattern: Larger buildings with more surrounding open space replaced smaller historic buildings. New buildings have deep setbacks. More automobile dominated retail replaced residential and pedestrian friendly retail. Views are more open.
- Vegetation: Street trees have been removed.
- Circulation: Washington Street's four lanes of traffic and a turning median replaced a median of two street car lines, two lanes of traffic and two parking lanes. Bus transit replaced streetcar traffic. Entire street repaved with asphalt. Surface parking replaced historic structures and open space.
- Structures: Many residential and retail structures removed, especially on corners. Some replaced with automobile oriented retail structures.
- Topography: Remains unchanged.

Zone 4 - Landscape Character Continuity & Alterations

- Spatial Organization and Land Use Pattern: Remains unchanged.
- Vegetation: A few street trees have been removed. Some new street trees are inappropriate varieties.

- Circulation: New concrete handicap-accessible sidewalk corners. Streets repaved with asphalt. A few curb cuts installed.
- Structures: Infill residential housing west of Campbell Avenue.
- Topography: Remains unchanged.

Zone 5 - Landscape Character Continuity & Alterations

- Spatial Organization and Land Use Pattern: Remains unchanged. Views remain mostly unchanged, except where vegetation has encroached previously open areas along Pleasant Run Creek.
- Vegetation: Plant material removed from hillside south of the Ellenberger Pool. Undergrowth allowed to grow up and screen the banks of Pleasant Run Creek.
- Circulation: Gravel perimeter walking path added around Ellenberger Park. Pleasant Run Parkway West Drive converted to one way west of Emerson Avenue and angled street installed at the intersection of Emerson and New York Street. Bike lanes installed on Pleasant Run Parkway and recreational trail installed along Pleasant Run Creek between Michigan Street and Washington Street.
- Structures: Ice skating rink, parking lots and child play area added to Ellenberger Park. Bicycle bridge installed to cross Pleasant Run Creek near the terminus of Lowell Avenue.
- Topography: Remain unchanged.

Zone 6 - Landscape Character Continuity & Alterations

- Spatial Organization and Land Use Pattern: Remains unchanged.
- Vegetation: A number of mature trees have been removed, especially along Good Avenue and Rawles Terrace.
- Circulation: Rawles Terrace has been installed near the intersection of Rawles Avenue and Ritter Avenue.
- Structures: A few lots have been infilled.
- Topography: Remains unchanged.

Zone 7 - Landscape Character Continuity & Alterations

- Spatial Organization and Land Use Pattern: New post-war residential suburb type community replaced college campus. New housing blocks views into and out of the campus landscape.
- Vegetation: Only a few early trees remain. Heavy screening has been installed along both railroad tracks.
- Circulation: U-shaped and cul-de-sac roadways have replaced the previous campus of sidewalks and footpaths without streets. Concrete streets and sidewalks have replaced turf.

- Structures: Homes and attached garages have replaced the former Butler campus buildings. Only the observatory's foundation ruins remains.⁴⁶⁹
- Topography: Remains relatively flat, except houses are now built on a higher grade while the roadways are depressed.

10.2 LANDSCAPE INTEGRITY

Landscape integrity is defined as “the authenticity of a property’s historic identity, evidenced by the survival of physical characteristics that existed during the property’s historic ... period.”⁴⁷⁰ An evaluation of the landscape integrity assesses the degree to which the landscape’s existing condition evokes the character and qualities of the period of significance. The National Register of Historic Places identifies the seven aspects of integrity to include:

1. Location
2. Design
3. Setting
4. Material
5. Workmanship
6. Feeling
7. Association⁴⁷¹

Each aspect of integrity is addressed in relation to Irvington’s landscape and a ranking of high, moderate or low given. This ranking is determined from the analysis provided and reflects the level of continuity and change in each aspect of integrity. The rankings provide a general assessment of Irvington’s historic landscape.

Location

Location is the place where the historic property exists in the same place as it did during the period of significance.⁴⁷²

⁴⁶⁹ Diebold and Society, *Greater Irvington: Architecture, People, and Places on the Indianapolis Eastside*, 137.

⁴⁷⁰ Birnbaum and Peters, eds., *The Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for the Treatment of Cultural Landscapes*, 5.

⁴⁷¹ National Register of Historic Places, *Bulletin: How to Complete the National Register Registration Form: 16a* (Washington, D.C.: U.S. Dept. of the Interior, National Park Service, Cultural Resources, 1997), 4.

The location of Irvington's original landscape is entirely intact. Furthermore, it is difficult to disseminate the exact boundaries of Irvington's historic landscape because Irvington was annexed in 1902 by the City of Indianapolis. As a result, it is unclear where Irvington's landscape ends and Indianapolis' landscape begins. The period plans graphically demonstrate the expansion of Irvington's legal boundaries until annexation, along with Irvington's growth, since the original plan. The landscape exhibits a high level of integrity for location.

Design

Design refers to the "elements that create the physical form, plan, space, structure and style of the property."⁴⁷³ It is the original decision made for the planning and development of the property.

The design of Irvington's landscape moderately reflects the plan, form and space of Irvington's original plan. Some streets have been modified and all the lots have been subdivided. Furthermore, the commercial district has moved from the intersection of Audubon Road and the Pennsylvania Railroad line to Washington Street. However, many of the original street layouts, parks and viewsheds remain consistent with the original plans.

Ellenberger Park and the Pleasant Run Parkway highly reflect the plan, form and space of their original designs. Only a few structures and organized sports facilities have been added to the park. Meanwhile, the Pleasant Run Parkway remains very close to the original design. "Indeed, of any segments of the Kessler boulevard system, Pleasant Run Parkway retains perhaps the best image of Kessler's intentions for such drives."⁴⁷⁴ Irvington's landscape exhibits a moderate to high level of integrity for design.

⁴⁷² Ibid., Appendix IV: 2.

⁴⁷³ Ibid., Appendix IV: 1.

⁴⁷⁴ Diebold and Society, *Greater Irvington: Architecture, People, and Places on the Indianapolis Eastside*, 126.

Setting

Setting is the “physical environment of the historic property.”⁴⁷⁵ Setting refers to the property’s character and includes its surrounding features.

Irvington’s setting addresses the character of the area around Irvington. The setting extends beyond the boundaries of Irvington’s neighborhood and includes the east side of Indianapolis. Irvington was originally developed as an independent village and was located outside of the city limits of Indianapolis. It was only connected to Indianapolis via train and streetcars. Irvington was intended to be in the rural countryside. This physical separation from the city was an extremely important aspect of Irvington’s landscape setting. However, by the end of the period of significance, Indianapolis had expanded out to Irvington which altered the setting. This trend continued and Irvington is now very similar to its surrounding commercial and residential areas.

If Irvington’s current landscape setting was judged against its intended setting, it would have low integrity. However, it is evaluated by the period of significance; therefore Irvington’s landscape exhibits a moderate level of integrity for setting.

Material

Material is the “physical elements that were combined or deposited in a particular pattern or configuration to form a historic property.”⁴⁷⁶

A number of existing mature trees date back to the period of significance. None of the sidewalk or street surfaces are original as they were first made of dirt, timber or gravel. However, many sidewalks and streets exhibit materials that date from the period of significance. As mentioned earlier, brick paving, stone curbs and sidewalk tiles are present throughout Irvington’s landscape. Moreover, many of the brick streets remain under layers of asphalt or concrete. The

⁴⁷⁵ Places, Appendix IV: 3.

⁴⁷⁶ Ibid., Appendix IV: 2.

streetcar rail lines are also visible at a few locations on Washington Street where the asphalt surface has broken out. The grading remains much the same way as it was originally. Homes are built slightly elevated while the streets are slightly depressed.

Other landscape features such as fencing, gardens, structures and the Pennsylvania Railroad ties and rails have been lost over time. Later additions and changes to Irvington's landscape do not use the historically appropriate materials. Irvington's landscape exhibits a moderate level of integrity for materials.

Workmanship

Workmanship is the "physical evidence of the crafts of a particular culture, people, or artisan."⁴⁷⁷

Irvington's landscape displays some evidence of workmanship in traditions and techniques related to planning and construction. The regular curve of many of the streets indicates a level of craft associated with planning and design. However, the regular curve is not the work of a highly skilled engineer who would have had the ability to create compound curves. The brick streets and stone curbs display aspects of traditional masonry techniques used in road construction.

The City of Indianapolis has made many changes to Irvington's landscape since the period of significance and destroyed much of the physical evidence of skilled craft on the landscape. Irvington's landscape exhibits a moderate level of integrity of workmanship.

Feeling

Feeling is the way which a historic property "evokes the aesthetic or historic sense of past time and place."⁴⁷⁸ It is the collection of features that express the property's character.

⁴⁷⁷ Ibid., Appendix IV: 4.

⁴⁷⁸ Ibid., Appendix IV: 2.

The personal and subjective manner of feeling relates to the levels of integrity in the above five categories. High levels of integrity in categories such as design, materials and setting allow for a high level of integrity in feeling. This occurs in areas such as Burgess Avenue where the curvilinear street has stone curbs and is covered by a tree canopy or in areas along Pleasant Run Parkway that reflect the original design. However, other areas such as the former Butler University campus do not encompass the original design, setting or materials. These areas have a low level of integrity in feeling. Overall, most of Irvington's landscape exhibits a moderate to high level of integrity in the first five categories therefore; Irvington's landscape exhibits a moderate to high level of integrity in feeling.

Association

Association is the way which a historic property is "linked to a particular past time, place, [person or event]."⁴⁷⁹

Like feeling, association is a difficult category to evaluate. Irvington's primary characteristic is its romantic qualities. Although not specifically linked to a historic time, place, person or event of significance, it is associated with romantic and City Beautiful ideas that were popular in the nineteenth century and twentieth century, respectively. Many of the features associated with these ideas such as the curvilinear streets and parkways remain. Overall, Irvington's landscape exhibits a moderate level of integrity in association.

⁴⁷⁹ Ibid., Appendix IV: 1.

Summary of Landscape Integrity

Each category of Irvington's landscape integrity ranges between moderate to high which closely follows the rating given to feeling. The following table summarizes integrity for Irvington's landscape according the seven categories of integrity determined by the National Register of Historic Places.

1. Location	High integrity
2. Design	Moderate to high integrity
3. Setting	Moderate integrity
4. Materials	Moderate integrity
5. Workmanship	Moderate integrity
6. Feeling	Moderate to high integrity
7. Association	Moderate integrity

It is also important to understand the level of integrity based on character-defining features. The following table summarizes the five character-defining features integrity rating across all seven zones.

1. Spatial Organization	Moderate to high integrity
2. Vegetation	Moderate integrity
3. Circulation	Moderate integrity
4. Structures	Moderate integrity
5. Topography	High integrity

The overall existing condition of Irvington's landscape exhibits a moderate to high level of historic integrity. This ranking level will be used when tailoring treatment alternatives to select areas of the landscape.

10.3 LANDSCAPE SIGNIFICANCE

The time in which Irvington's landscape gained its historic significance and possessed its historical value and character-defining features is known as the period of significance. The time in which the suburban landscape changes began to degrade the historic character is the point at

which the period of significance ends. The findings in this report indicate the period of significance for Irvington's landscape begins in 1870 with the site purchase by Julian and Johnson. After decades of steady growth as an independent community and substantial growth after annexation by the City of Indianapolis, the period of significance appears to end around 1939 when the suburban landscape falls below a high degree of integrity. Following 1939, degrading changes took place that altered the landscape's character and features. These changes include alterations such as the end of streetcar service, the redevelopment along Washington Street, the abandonment of the Pennsylvania Railroad and the redevelopment of the former Butler University campus.

Irvington's historic significance is recognized through listings on the National Register of Historic Places (NRHP) and through its designation as a local historic district by the City of Indianapolis. The 1986 NRHP nomination states that Irvington is significant from 1870 to 1936 in the areas of architecture, art, community planning, education and landscape architecture. In regards to landscape, the nomination specifically states,

The Irvington Historic District is significant because it contains one of Indianapolis's earliest planned suburbs, as well as a section of Pleasant Run Parkway designed by George Kessler . . . Kessler carried on the spirit of Romantic landscape design found in the original plat. . . As one of the three earliest planned suburbs it represents the late 19th century interest in escaping from increasingly industrialized urban centers to more natural settings. Irvington's plan is the direct descendant of Romantic community planning ideas traceable back to the first half of the 19th century.⁴⁸⁰

In 2006, Irvington was listed as a local historic district by the Indianapolis Historic Preservation Commission. Although the preservation plan focuses on Irvington's cultural and architectural significance, it does somewhat recognize Irvington's landscape.

Irvington was originally platted as an independent suburban town in 1870 but was annexed into the city of Indianapolis in 1902. The original plat of Irvington

⁴⁸⁰ Utz.

deviated from Indianapolis' typical grid layout and instead included a winding, picturesque street pattern that reflected the ideals of the Romantic landscape design era. Irvington today has more [curvi]linear blocks of streets than any neighborhood in the city, and its naturalistic plan is considered Indianapolis' largest and most developed example of Victorian Romantic landscape design.⁴⁸¹

In my opinion, Irvington's landscape is the primary contributing resource in the Irvington district. The NRHP evaluation criterion stresses the contributions of the landscape. Historic significance is defined in the *Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for the Treatment of Cultural Landscapes* as "the meaning or value ascribed to a cultural landscape based on . . . a combination of association and integrity."⁴⁸² Furthermore, the *National Register Bulletin 15: How to apply the National Register Criteria for Evaluation* states "integrity is paramount for a property to convey its significance."⁴⁸³ The cultural landscape and associated features communicating significance are required to meet one or more of the four criteria to determine eligibility for listing on the National Register.

- Criterion A: Properties associated with events that have made a significant contribution to the broad patterns of our history.
- Criterion B: Properties associated with the lives of persons significant to our past.
- Criterion C: Properties that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction.
- Criterion D: Properties that have yielded, or may be likely to yield, information important in prehistory or history.⁴⁸⁴

⁴⁸¹ Commission, 11.

⁴⁸² Birnbaum and Peters, eds., *The Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for the Treatment of Cultural Landscapes*, 5.

⁴⁸³ National Register of Historic Places, *Bulletin: How to Apply the National Register Criteria for Evaluation: 15* (Washington, D.C.: U.S. Dept. of the Interior, National Park Service, Cultural Resources, 1997), 44.

⁴⁸⁴ Ibid.

Irvington's landscape is potentially significant under all four National Register criteria. This landscape made a significant contribution to the broad patterns of history in Central Indiana. The historic street patterns and landscape layout remain a testament to the history of suburban community planning in America and represent the desire for the middle and upper-classes to escape the industrialized urban cores during the second half of the nineteenth century. Furthermore, the park and boulevard landscape remains as a testament to American park development during the twentieth century and is an example work of notable landscape architect George Kessler.

Overall, Irvington's landscape is significant under Criterion A as an example of American Romantic town planning in the nineteenth century and overlaid by early twentieth century streetcar suburb and augmented by City Beautiful park system development in the twentieth century and Criterion C as a master work of George Kessler.

11.0 CLR PART 2: TREATMENT RECOMMENDATIONS

11.1 INTRODUCTION TO LANDSCAPE PRESERVATION GUIDELINES

The recommended landscape preservation guidelines are developed from the original intent, physical history and integrity of existing conditions and significance of Irvington's landscape. The approach addresses the future direction of Irvington's landscape in a preservation and rehabilitation direction that allows for development while integrating historic features. Guidance focuses on preserving the Irvington's historic landscape character, not individual elements. However, distinctive landscape features such as its proximity to downtown, winding street pattern and use of public space help to define its character and offer pathways for future planning. The future landscape should respect the landscape's evolution from 1870 through circa 1939 while being suitable as a contemporary neighborhood.

Exploration of landscape preservation treatment alternatives leads toward preferred approaches of landscape treatments. Preservation treatment is based on the underlying recognition of Irvington's significance. The four cultural landscape preservation treatments are preservation, restoration, reconstruction and rehabilitation. Alternatives are discussed and preferred approaches are suggested through guidelines and recommendations. The proposed treatment

recommendations are presented as conceptual frameworks to guide future landscape decisions based on Irvington's historic landscape character.

The treatment recommendations are organized by the same seven landscape zones that were presented in the Existing Conditions section of this CLR. They are further divided into recommendations for public and private spaces according to character-defining features. This approach offers an organized progression of landscape features from existing conditions, through analysis and to treatment recommendations.

11.2 LANDSCAPE PRESERVATION TREATMENT EXPLORATION

The Secretary of Interior provides four approaches for the preservation of historic property. These four treatments offer varying levels of intensity of intervention and activity within the landscape. While the Secretary of Interior usually calls for a single approach, it is found that different landscape zones can allow for individualized treatments based on the zone's integrity and future use. Each landscape zone is given an overall recommended treatment approach.

Preservation

Preservation is defined as the act or process of applying measures necessary to sustain the existing form, integrity, and materials of a historic property. Work, including preliminary measures to protect and stabilize the property, generally focuses upon the ongoing maintenance and repair of historic materials and features rather than extensive replacement and new construction.⁴⁸⁵

Preservation is the least intrusive treatment. It focuses on a modest stabilization and repair approach. Preservation's goal is one of sustainability and stewardship and is appropriate when historic resources in their current state provide sufficient interpretive qualities. Preservation can also be used as a temporary treatment until a later treatment is undertaken. Preservation of

⁴⁸⁵ Birnbaum and Peters, eds., *The Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for the Treatment of Cultural Landscapes*, 18.

specific historic features within Irvington's landscape is warranted and appropriate. A more intensive intervention may be appropriate for some zones because Irvington's overall landscape has seen a number of degrading alterations since the original intent and period of significance, and Irvington continues to develop as a neighborhood.

Restoration

Restoration is defined as the act or process of accurately depicting the form, features, and character of a property as it appeared at a particular period of time, by means of the removal of features from other periods in its history and reconstruction of missing features from the restoration period.⁴⁸⁶

Restoration depends on high levels of documentation to a specific period of time. It reinstates altered or degraded resources and requires removal of resources or features added after that specific period of time. In a suburban landscape environment, restoration requires massive intervention a degree of documentation that is rarely seen. Due to continued development in Irvington, restoration is not typically an appropriate treatment for Irvington's landscape. Although some specific landscape elements may be restored. The brick streets and stone curbs have lots of potential for restoration.

Reconstruction

Reconstruction is defined as the act or process of depicting, by means of new construction, the form, features, and detailing of a non-surviving site, landscape building, structure, or object for the purpose of replicating its appearance at a specific period of time and in its historic location.⁴⁸⁷

Reconstruction of lost or significantly degraded landscape is not often taken. A reconstruction treatment may be the most appropriate approach in a museum setting when a literal interpretation is necessary and adequate documentation exists. This approach is not commonly applied to landscapes because landscapes are in a constantly evolving state which makes it

⁴⁸⁶ Ibid., 48.

⁴⁸⁷ Ibid., 128.

difficult to replicate a specific period of time. Additionally, detailed documentation rarely exists for large landscape such as suburban environments like Irvington. Due to continued development in Irvington, reconstruction is not typically an appropriate treatment for Irvington's landscape. Although some specific landscape elements may be reconstructed for interpretive purposes.

Rehabilitation

Rehabilitation is defined as the act or process of making possible a compatible use for a property through repair, alteration, and additions while preserving those portions or features that convey it's historical, cultural, or architectural values.⁴⁸⁸

Rehabilitation incorporates preservation values with contemporary uses and issues of sustainability. Rehabilitation emphasizes compatibility of new features with historic resources and a respect and safeguard for the historic character and specific elements of the landscape. An overall rehabilitation approach for Irvington's landscape is appropriate to address current use, conditions and future developments that are in line with Irvington's historic landscape character. The tree lawns, public right-of-ways, and private front yards have potential to rehabilitate Irvington's romantic landscape. Trees in these areas should not be planted in uniform rows, but planted with a variety of trees in staggered rows and groups.

11.3 LANDSCAPE VISION & REHABILITATION RECOMMENDED TREATMENTS

While the Romantic-style suburban landscape is clear in some landscape zones such as Zone 1, it is not clear in others such as Zone 7. Overtime, the landscape has evolved with popular planning ideas, landscape styles and contemporary uses, but the historic character and feeling of Irvington's landscape remains. The curvilinear streets remain and some historic street materials are extant. Public spaces and parks are maintained. Many streets have tree lawns and mature

⁴⁸⁸ Ibid., 90.

street trees in front of homes with deep set backs. The vision for Irvington's landscape is for its preservation of extant landscape features and rehabilitation of landscapes that are lost or significantly degraded. This approach respects the remaining historic landscape features and character while allowing for contemporary and future development.

This report envisions overall preservation and rehabilitation treatments according to landscape zones or uses. Due to the concentration of historic landscape features the residential zones and Pleasant Run Creek zone should primarily preserve their historic landscapes with limited rehabilitation. Due to the change and degradation of character-defining features the Pennsylvania Railroad and Washington Street zones should primarily engage rehabilitation with preservation where historic resources are extant. The former Butler campus zone has seen an almost complete loss of character-defining features. It should also participate in interpretation and rehabilitation to develop its landscape more historically appropriate.

11.4 LANDSCAPE PRESERVATION AND REHABILITATION

RECOMMENDED CONCEPTUAL TREATMENTS

General guidance for Irvington's landscape is to preserve the remaining character-defining features. Preserving Irvington's circulation alignments, public spaces and historic right-of-way should be priority. Furthermore, it is recommended to accommodate future changes within a framework of respect for what has survived since the period of significance.

Adaptive use and landscape rehabilitation can be carried out so that historic character is embraced rather than degraded by interventions. New elements, whether contemporary or traditional in appearance, should conform to the historic character of the landscape. Additional preservation intervention principles are organized in the following conceptual approach to treatment of the landscape:

Respect remaining historic features through sound stewardship.

- Respect and incorporate landscape evolution from 1870 to circa 1939.
- Retain intact historic spatial organization and visual relations to the extent possible.
- Preserve historic circulation.
- Preserve and restore historic vegetation.
- Preserve and rehabilitate specific historic landscape features.

Enhance historic character through rehabilitation or restoration of character-defining features.

- Restore character-defining details by installing site furnishings and materials that blend well with or replicate the landscape's historic character

Consider appropriate new development that reflects the historic landscape character of Irvington.

- Harmonize new features with the historic character.
- Renew historic character of the landscape through the accommodation of new uses.
- Design for appropriate functionality of the landscape using historical precedents.

11.5 RECOMMENDATIONS FOR HISTORIC LANDSCAPE CHARACTER- DEFINING FEATURES

This section provides recommendations that are intended to guide actions and projects that may impact the physical character of Irvington's landscape. These recommendations are organized according to the five character-defining features used in the Analysis section of this report. General recommendations for the five character-defining features are listed below and followed by more specific recommendations for public and private spaces within each zone.

Spatial Organization and Land Use Patterns

In a preservation and rehabilitation approach to treatment, the historic remnants of the spatial organization and overall land patterns should be priorities for protection. These features create a framework for the overall historic character of Irvington. Landscape zones have individually coherent qualities from the period of significance that form the boundaries between them. Recommendations that are appropriate for one zone may be inappropriate for another zone.

Vegetation

Irvington contains a large number of mature trees that were planted during the period of significance. This collection makes up one of the most significant groups of resources in Irvington today. These trees should be protected and preserved through continual care for as long as possible. Obviously, over time tree conditions will eventually deteriorate. When this occurs, trees should be professionally removed to prevent damage to other trees and new trees should be planted in their place. This will establish a continual cycle of conservation. Appropriate trees that will do well on the site should be planted.. Irvington's many street trees primarily consist of sycamore, catalpa, ash, maple and elm. Furthermore, when a new planting is considered, the plants should be placed in groupings to appear in contrast to the open lawn. This will perpetuate the character of the pastoral landscape.

Circulation

Elements of the historic circulation, which include roadways, parkways, sidewalks and paths should be preserved. The curvilinear road alignments are one of Irvington's most important landscape features and it is essential that these be preserved. Over time, the materials and the widths of roads have changed; however, many retain some elements of their historic character. Many stone curbs of granite, limestone and sandstone exist, along with some brick streets. Most

streets have brick that is hidden below the asphalt paving. Historic street material should be preserved and replaced in-kind.

Sidewalks contribute to a pedestrian's ability to travel throughout Irvington. Many historic sidewalks are being replaced as they become deteriorated. When this happens, sidewalks should be replaced at the same size. It is also appropriate to install replicated the blue-and-white sidewalks tiles.

Structures

The contributing structures in Irvington's landscape include bridges, fences, buildings and other structures. These contribute to Irvington's landscape character and should be preserved. Historic fences are appropriate and should be preserved, but contemporary fences should be avoided in public view to maintain Irvington's open landscape. Bridges are important elements to Irvington's circulation. They should be preserved in place and rehabilitated when necessary, like the Bolton Avenue bridge that was converted to pedestrian use. Utility structures are a necessary evil. Utilities should be buried when the opportunity is available. Buildings should infill the parking lots and open spaces along the East Washington Street corridor. These buildings should be of appropriate scale, fenestration and character for Irvington.

Topography

Irvington's natural topography should be retained. The original street layouts incorporated the existing topography, which has not changed much as Irvington developed. A notable topographic feature is sloped front lawn between the sidewalks and many residences. These features should be preserved. Retaining walls should be avoided. The rolling topography in Ellenberger Park and along the Pleasant Run Parkway is a signature feature in Zone 5. It is recommended that these features be preserved.

11.5.1 Zone 1: Irvington Proper Residential Area Recommendations

Zone 1 should generally follow the preservation treatment approach.



Figure 57: Typical view in Zone 1 of character-defining features that should be preserved including: curving streets, stone curbs, mature trees in the tree lawn and deep set backs.

Public

- **Spatial Organization:** Maintain historic streetscape. Maintain existing tree lawns in public right-of-way.

- **Vegetation:** Plant appropriate street tree species such as catalpa, sycamore, ash, and elm. Properly trim street trees below power lines or place power lines below ground. Replace street trees after a tree is removed. Maintain mature trees in Irving Circle.

- **Circulation:** Maintain historic curvilinear street layout. Maintain historic materials of stone curbs, brick streets and sidewalk tiles. Restore historic roadway materials. Maintain sidewalks at a safe condition



Figure 58: Irving Circle with mature trees.

- and replace in-kind when necessary. Return streets to two-way traffic.
- **Structures:** Preserve and rehabilitate historic structures such as the Bona Thompson Center and the Guardian Home according to the secretary of interior standards. Maintain fountain in the center of Irving Circle.
- **Topography:** Maintain historic depressed roadway elevations.

Private

- **Spatial Organization:** Consists of large lots and mature trees. The homes are set back off the street which offers open views of the landscape below the tree canopies. Preserve this pastoral character.
- **Vegetation:** Maintain historic trees and vegetation.
- **Circulation:** Allow curb cuts, but only where necessary. Discourage large driveways in front of homes. Keep driveways narrow.

- **Structures:** Maintain deep setbacks. Preserve and rehabilitate historic structures according to the secretary of interior standards. Do not allow privacy fences in front of the house.
- **Topography:** Do not alter the general topography. New retaining walls adjacent to sidewalks should be avoided.

11.5.2 Zone 2: Former Pennsylvania Railroad Corridor Recommendations

Zone 2 should generally follow the rehabilitation treatment approach.



Figure 59: Former Pennsylvania Railroad corridor.

Public

- **Spatial Organization:** The former Pennsylvania Railroad bed and its land use has been completely altered. Much of Zone 2 is under private ownership, but its previous use and open views make it a prime area for rehabilitation into a recreational trail. The Pennsy Trail has already been completed east of Arlington Avenue. Encourage expansion of the Pennsy Trail through Irvington.
- **Vegetation:** Historically, Zone 2 had few trees. Now there are many trees that have grown and screen views from residential areas. Encourage removal of this volunteer vegetation to re-establish open viewsheds.

- **Circulation:**

Highlight remnant railroad tracks on Arlington Avenue for improved interpretation.



Rehabilitate the **Figure 60: View of the Pennsy Trail east of Arlington Avenue.**

railroad bed as the Pennsy Trail which maintains the linear quality of the rail corridor and offers a transportation and social use, similar to the Pennsylvania Railroad. Furthermore, connect the Pennsy Trail with the Pleasant Run Trail.

- **Structures:** Maintain extant telegraph poles for interpretation along the Pennsy trail. Maintain remaining railroad tracks crossing Arlington Avenue.
- **Topography:** Maintain the topography of the historic railroad bed. Restore raised bed for a recreational trail where it has been leveled.

Private

- **Spatial Organization:** Same as public.
- **Vegetation:** Clear vegetation to restore historic open views. Remove trees on railroad bed to make way for the Pennsy Trail.



Figure 61: Telegraph pole along the former Pennsylvania Railroad corridor.

- **Circulation:** Not applicable.
- **Structures:** Encourage the City of Indianapolis to purchase residential properties and remove structures that were built on the railroad bed.
- **Topography:** Same as public.

11.5.3 Zone 3: Washington Street Commercial Corridor Recommendations

Zone 3 should generally follow the rehabilitation treatment approach.

Public

- **Spatial Organization:** The public streetscape of Zone 3 is broad and open. Encourage a narrower street and broader sidewalk along Washington Street.
- **Vegetation:** Encourage historic organization of street tree planting in the Washington Street Corridor. Maintain few street trees in front of commercial structures and plant appropriate street trees in front of the remaining residential buildings.

- **Circulation:** Encourage street parking. Encourage public transportation along Washington Street by way of streetcar or light rail. Alleys should provide automobile access to parking lot and garages.

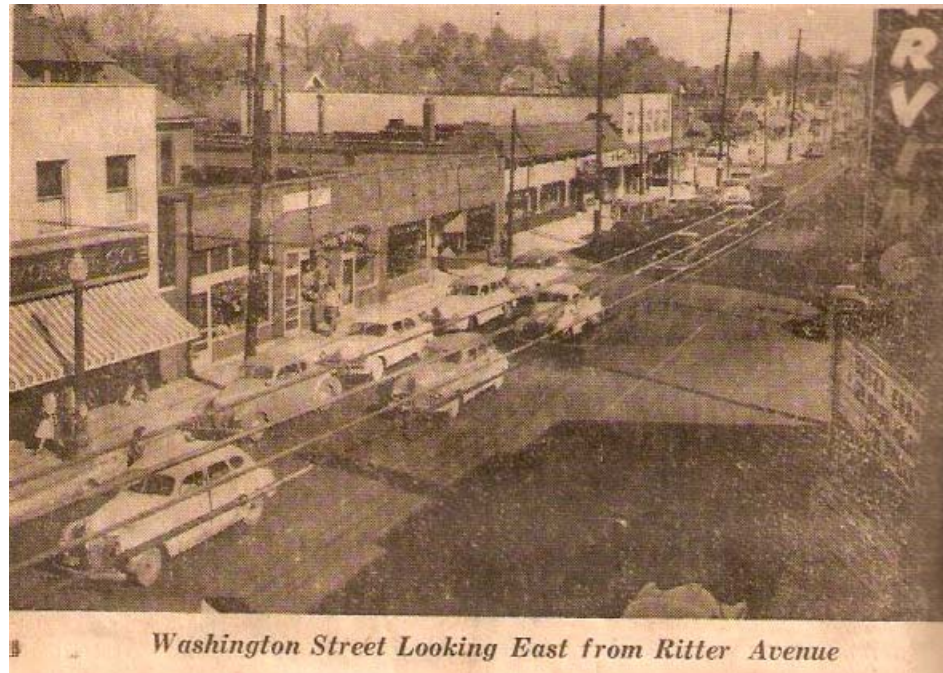


Figure 62: Washington Street in 1952. This photo shows the buildings up close to the street.
Source: Vintage Irvington, www.vintageirvington.blogspot.com.

- **Structures:** Public structures, such the Irvington branch library, should have structures immediately adjacent to Washington Street. Encourage more public facilities to locate along Washington Street. Encourage the use of brick and other historically appropriate materials for the roadway surface, curbs, sidewalks and other adjoining amenity structures.
- **Topography:** Do not alter the historic and current rolling topography of Washington Street. Some areas along of Washington Street of many layers of roadway surfaces which has caused some curbs to appear low. Deteriorated road

surfaces should be removed before a new road surface is applied to maintain appropriate curb heights.

Private

- **Spatial Organization:** Zone 3 is inappropriately characterized by the broad East Washington Street roadway, parking lots, residential buildings and low commercial buildings that are set off the street. Historically, this corridor was filled with single family homes and two-story commercial buildings that developed with streetcar traffic and had close set backs. Encourage taller commercial buildings to infill the parking lots and other remaining open space along this corridor.
- **Vegetation:** Zone 3 has very few trees. Encourage that trees be planted behind the commercial buildings on East Washington Street.
- **Circulation:** Avoid parking lots between Washington Street and commercial buildings. All parking lots should be placed behind buildings and appropriately sized. Encourage private businesses to share parking lots.
- **Structures:** It is recommended that private structures infill with two-story buildings and close setbacks on vacant lots and parking lots adjacent to Washington Street. Require fences to be set back off the street. Do not allow privacy fences.
- **Topography:** Do not construct retaining walls along Washington Street.



Figure 63: Inappropriate use of a fence.

11.5.4 Zone 4: Irvington North Residential Area

Zone 4 should generally follow the preservation treatment approach.



Figure 64: Typical streetscape view in Zone 4 of character-defining features that should be preserved including: brick streets, stone curbs, mature trees in the tree lawn and few curb cuts.

Public

- **Spatial Organization:** Maintain historic streetscape. Maintain existing tree lawns in public right-of-way.
- **Vegetation:** Plant appropriate street tree species such as catalpa, sycamore, ash and elm. Properly trim street trees below power lines or place power lines below ground. Replace street trees after a tree is removed.

- **Circulation:** Repair historic sidewalks and maintain historic size of sidewalk. Maintain historic street materials such as brick surfaces and stone curbs. Use alleys for services, such as trash pickup. Discourage curbside trash pickup. Return streets to two-way traffic.



Figure 66: Inappropriate expansion of sidewalk .

- **Structures:** Few public structures are located in this zone. Preserve and rehabilitate historic structures according to the secretary of interior standards.



Figure 65: Alleys should be used for trash pickup.

- **Topography:** Maintain historic depressed roadway elevations.

Private

- **Spatial Organization:** This is characterized by a slightly more compact spatial arrangement and slightly fewer mature trees because the lots are smaller and the houses have closer setbacks than Zone 1. Trees should be planted in tree lawns to provide more canopies over the roadways and open up front lawns to improve the quality of the pastoral landscape.
- **Vegetation:** Preserve and restore historic trees and shrubs.
- **Circulation:** Encourage garages adjacent to alleys to avoid curb cuts.

- **Structures:** Maintain historically appropriate setbacks. Preserve and rehabilitate historic structures according to the secretary of interior standards. Do not allow privacy fences in front of the house.
- **Topography:** Do not alter the general topography. New retaining walls adjacent to sidewalks should be avoided.

11.5.5 Zone 5: Ellenberger Park and Pleasant Run Parkway Recommendations

Zone 5 should generally follow the preservation treatment approach.



Figure 67: Typical view of the pastoral landscape in Ellenberger Park.

Public

- **Spatial Organization:** Zone 5 is characterized by the sweeping parkways and natural pastoral-like landscape. Houses are set far back off the parkway leaving

long open views. Zone 5's spatial organization should be maintained and preserved.

- **Vegetation:** Zone 5 is characterized by a pastoral-style planting. When some of the mature trees die, new trees should be planted in groups to continue this style. Areas along Pleasant Run Creek have become overgrown with vegetation. It is recommended that vegetation be removed in some of these areas to reopen up views and access to the creek.
- **Circulation:** Preserve historic sidewalk tiles. Install replica historic sidewalk tile



Figure 68: Historic sidewalk tiles.

is appropriate. Maintain natural material for the surface of the walking trails through Ellenberger Park. Continue to encourage recreational use on Pleasant Run Parkway with the bike lanes. Connect the Pleasant Run Trail with the Pennsy Trail.

- **Structures:** Avoid additional structures in Ellenberger Park. Avoid structures along Ellenberger Parkway, except bridges. Preserve and rehabilitate bridges for continued use.
- **Topography:** The rolling topography in Ellenberger Park and along the Pleasant Run Parkway is a signature feature in Zone 5. These features should be preserved. Do



Figure 69: Bolton Avenue bridge converted into a pedestrian bridge.

not change the topography of Ellenberger Park. Restore historic topography where erosion has occurred.

Private

- **Spatial Organization:** Maintain deep front yards with mature trees and open views.

- **Vegetation:** Plant sycamore trees along the edge of the parkway. Avoid plants that screen views between the houses and Pleasant Run Parkway.



Figure 70: Mature sycamore trees along Pleasant Run Parkway.

- **Circulation:** Continue to allow curb cuts along Pleasant Run Parkway. Do not allow large or wide driveways in front of homes.
- **Structures:** Maintain deep setbacks.
- **Topography:** Do not construct retaining walls along Pleasant Run Parkway.

11.5.6 Zone 6: Irvington South Residential Area Recommendations

Zone 6 should generally follow the preservation treatment approach.



Figure 71: Typical streetscape view of Zone 6 without tree lawns and street trees.

Public

- **Spatial Organization:** Zone 6 is characterized by a rather open spatial pattern. The homes are set back and the roadways are wide without tree lawns and few street trees. Tree lawns and street trees should be installed to reflect the landscape in Zones 1 and 4. Narrow the streets by installing tree lawns.
- **Vegetation:** Plant street trees such as catalpa, sycamore, ash and elm.
- **Circulation:** Maintain straight roadways. Encourage construction of sidewalks.
- **Structures:** Not applicable.

- **Topography:** Maintain the overall flat topography.

Private

- **Spatial Organization:** Maintain houses with deep setbacks and existing density.
- **Vegetation:** Maintain historic trees and shrubs.
- **Circulation:** Allow curb cuts, but only where necessary. Discourage large driveways in front of homes. Keep driveways narrow.
- **Structures:** Maintain historically appropriate setbacks. Preserve and rehabilitate historic structures according to the secretary of interior standards.
- **Topography:** Maintain the overall flat topography.



Figure 72: View along Beechwood Avenue without tree lawns and street trees.

11.5.7 Zone 7: Former Butler University Campus Recommendations

Zone 7 should generally follow the rehabilitation treatment approach. Zone 7 is described as a post-war suburban type development. As mentioned earlier, Zone 7 has very little integrity; therefore, it is generally recommended that this zone's character defining features be altered so that they are more compatible with Zones 1 and 4. Furthermore, it is recommended that this zone's history be promoted through further interpretation.



Figure 73: Typical streetscape in Zone 7.

Public

- **Spatial Organization:** Recommended that tree lawns be installed.
- **Vegetation:** Plant street trees such as catalpa, sycamore, ash and elm.
- **Circulation:** Convert wide streets to narrower ones by installing tree lawns.
- **Structures:** Not applicable.
- **Topography:** Maintain the depressed roadway and overall flat topography.

Private

- **Spatial Organization:** Maintain houses with deep setbacks and existing density.
- **Vegetation:** A few mature trees in Zone 7 likely date from the period of significance when that area was Butler's campus. It is recommended that these

trees be properly maintained and preserved. Encourage planting of more mature trees. Remove the vegetation that screens both railroad beds.

- **Circulation:** Continue to allow curb cuts. Make driveways as narrow as possible.
- **Structures:** Encourage detached garages. Encourage two-story homes.
- **Topography:** Maintain the overall flat topography.

12.0 CONCLUSION

This study documents Irvington's landscape history and asserts that it is just as, if not more, important than architecture. It provides a thorough explanation of Irvington's landscape and landscape history which opens doors for the holistic preservation without relying solely on Irvington's architecture. This study has affirmed my belief that Irvington is best preserved by its landscape rather than its architecture.

The format of a cultural landscape report worked well to document and analyze Irvington's landscape history, integrity and significance. The evaluations and treatments are divided into landscape zones which are differentiated by the presence or lack of character-defining features. As with most cultural landscape reports for large landscapes, dividing Irvington into landscape zones was appropriate. However, a cultural landscape report may not always be effective for a suburban residential landscape type, such as Irvington. The reason for this is because cultural landscape reports offer treatment recommendations rather than requirements. The recommendations presented in this study should be incorporated into Irvington's preservation plan in order to be carried out so that Irvington may retain its distinctive character well into the future.

Furthermore, this report solidified and clarified the relationship between Irvington and Glendale, Ohio. The connection between these two suburbs had been known by a few historians, but was rarely expressed or enforced. This relationship has now been thoroughly researched and documented which provides strong evidence that Irvington's landscape is based on Glendale. Through my research I found that both towns were laid out with their roadways in simple curves, rather than compound curves which are found in other well-known suburbs such as Llewellyn Park, New Jersey and Riverside, Illinois that were romantically designed by Alexander Jackson Davis and Frederick Law Olmstead, respectively.

Lastly, this study's cultural landscape report brings to light Irvington's historic landscape integrity and significance. Prior to this study, no one had ever looked in depth at Irvington's historic landscape. Most of the previous research centered on Irvington's architecture, including the 1987 National Register nomination and the 2006 *Irvington [Preservation] Plan*, rather than on Irvington's landscape and the influence of the landscape on the community's development over the years. This study successfully changes this misconception and provides recommendations for landscape growth and development that conserves Irvington's enjoyable feeling and attractiveness. By following the recommendations presented here, we can continue the desires for Irvington that E.J. Hecker spoke about ninety-nine years ago when he expressed that Irvington should not be "merely a curiously contorted place on the map, [but] a distinctive Little City of Homes."⁴⁸⁹

⁴⁸⁹ Hecker, 31.

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